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READY FOR SEA—Fraser River yearling Sockeyes captured on their seaward migration, about a year after hatching—a year spent in a deep freshwater lake somewhere in Canada.

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PACIFIC FISHERMAN

February, 1954 **Volume 52, No. 3**

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DeWitt Gilbert .....Editor
A. W. Ponsford .....Associate Editor
Stuart F. Leete.....Associate Editor
Charles L. Shaw.....Associate Editor
C. L. Hillyard.....Advertising Mgr.

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Miller Freeman .....President
Lawrence K. Smith.....Vice President
William B. Freeman.....Vice President
Miller Freeman, Jr.....Secy.-Treasurer

Publishing Office

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Editorial & Advertising Offices

71 Columbia St., Seattle 4, Wash.
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370 Lexington Av., New York 17, N. Y..MUrray Hill 3-9294
1791 Howard St., Chicago 26, Ill.....ROgers Park 4-3420
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American Tuna Pack Barely Misses 10 Million Cases

American tuna packing reached a new peak in 1953 with 9,936,237 standard cases, according to **Pacific Fisherman's** annual statistical compilation.

Of the total, California accounted for 8,714,303 cases, made-up of 2,145,014 cases of Albacore, 6,402,873 cases of light meat tuna, and 166,416 cases of bonito and yellowtail.

Oregon, Washington and Hawaii packed 1,039,202 cases, of which 445,129 cases were lightmeat tuna and the balance Albacore.

Atlantic Coast production, including Puerto Rico, totaled 182,732 cases.

All-Pacific Salmon Pack Only 20,000 Cases Under 1953

Despite the disastrous season in Alaska, Pacific canned salmon pack of 1953 was only 20,000 cases under that of the year before, according to Pacific Fisherman's annual statistical study. The total figure was 5,721,608 full cases of 48 lbs. each, against 5,741,000 cases in 1952.

Value of the pack declined sharply, as the 1953 included smaller quantities of the higher priced varieties. The severe failure in Alaska was almost offset by large gains on Puget Sound and in British Columbia.

The pack in detail:

District	Cases	Species	Cases
Alaska	2,925,570	Red	1,663,338
Wash.	847,501	Pink	2,202,433
Oregon	126,832	Chum	1,336,870
Calif.	436	Coho	330,713
Canada	1,821,269	Chinook	188,254
Total	5,721,608	Total	5,721,608

Cook Inlet General Gear Curtailment Plan Deferred

"Any action on the general gear curtailment program proposed for Cook Inlet as a substitute for the two-day per week fishing season which has been in effect during the past two years . . . has been deferred for the year 1954," John L. Farley, director of the U. S. Fish and Wildlife Service, announced in January.

He indicated that there might be some specific restriction from the pattern of previous years, however, and said: "Some additional protection for the runs to the Kenai and Kasilof Rivers is still under consideration, as is a depth limitation on gillnets.

"These changes are considered necessary with fishing on the basis of two days per week."

Japanese Double North Pacific Salmon Fishing Plan for 1954

Japan's North Pacific high seas salmon fishing operations of 1954 will be carried on by 160 modern diesel vessels, generally of the trawler type, ranging from 50 to 80 tons in size. This is nearly double the number of vessels employed in 1953.

It is expected that five fleet operations will be authorized, with necessary floating canneries, freezers and transporters in addition to the 160 fishing vessels. Three of these fleets would have 40 fishing vessels each; and two would have 20 each.

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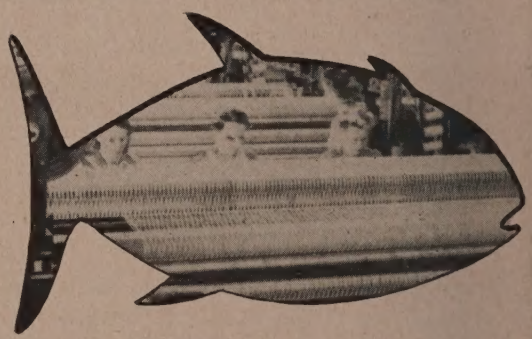

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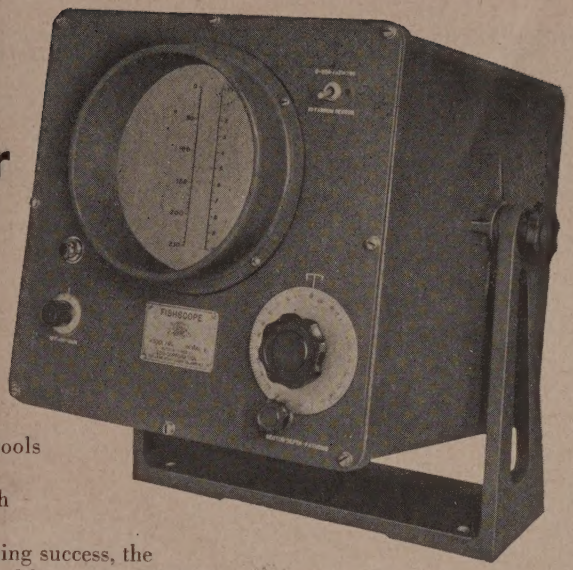

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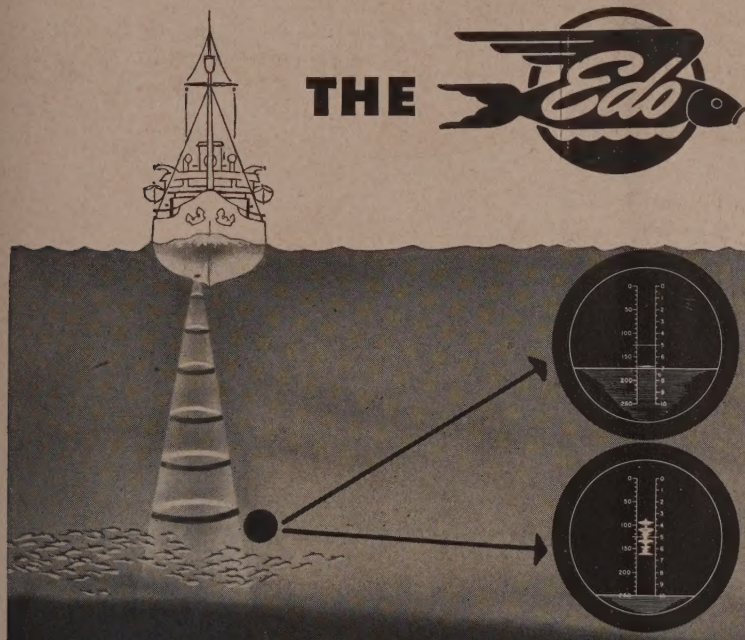
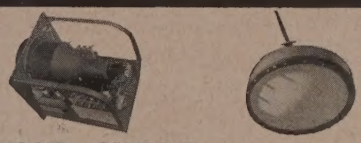
THE Edo FISHSCOPE



1. The Edo FISHSCOPE has a range of 0 to 250 fathoms, indicating fish sharply and clearly on a large 7″ cathode ray tube. Sketch #1 shows how school would appear on 0 — 250 fathom scale.

Magnifies 25 Times

2. When fish are located, view can be instantly changed by flipping switch to 10-fathom scale, which magnifies view 25 times as shown in sketch #2. Vernier dial gives precise depth. FISHSCOPE also serves as accurate depth sounder.



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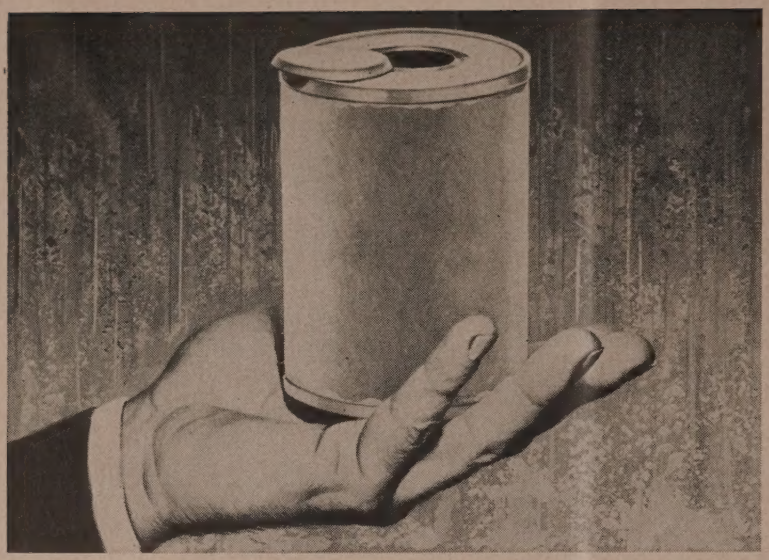

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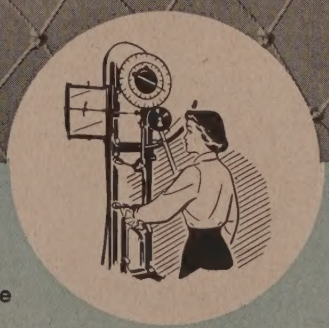

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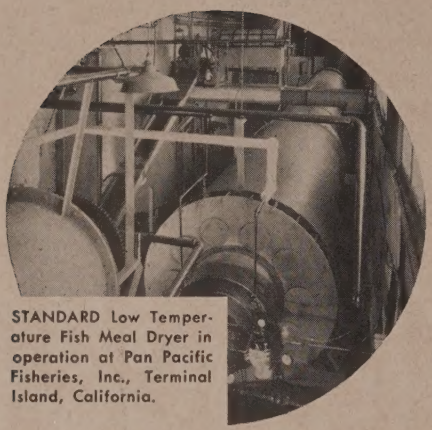

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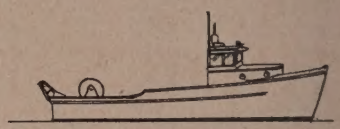

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PACIFIC FISHERMAN FEBRUARY 1954

American Ventures Test Mid-Pacific Tropics for Tuna

AMERICAN tuna operations move into a new phase and a new field this month in a many-angled enterprise which will test the productive possibilities of the south-central Pacific, and the adaptability of Americans and their vessels to long-lining for tuna.

One phase of the venture revolves around the modern tuna cannery at Samoa, which Van Camp Sea Food Co. has leased from the Territory through the Department of the Interior. The plant was built there several years ago by the Gatty-Rockefeller interests, but never operated successfully because of inability of the enterprisers to provide it with fish.

Van Camp as the new lessee of the plant moved vigorously early in the new year to provide fish, to carry out its commitments with respect to encouragement of a local Samoan fishery, and indirectly to test the economic possibilities of long-line tuna gear fished by American fishermen with American boats.

Practical Long-Liners Test Christmas Island

Coincidental, and perhaps correlated, is a long-line testing project shaped and arranged by the Pacific Oceanic Fishery Investigations, based on the Hawaiian Islands.

This enterprise involves an industrial fishing test of long-lining in the vicinity of Christmas Island, about 1,000 miles due south of Honolulu, by the American fishing vessels **North American,** Capt. Sverre Jangaard, and **Alrita,** Capt. Lars Jangaard. These two masters are experienced tuna fishermen, who entered that trade after years of halibut fishing, in which American fishermen have worked long-lines for generations.

Their vessels left the Pacific Coast about the first of the year with Japanese long-line gurdies, some Japanese gear, and some American adaptations and experimental developments of such gear.

CAPT. SVERRE JANGAARD

who takes his tuna vessel "North American" to Christmas Island for a practical test of long-line fishing in those waters by an American crew.

"North Star" Freezership Serves Samoa Cannery

One factor in the task of tuna supply for the cannery at Samoa will be the 220' Bristol Bay freezership **North Star,** largest of that fleet, which sailed from Seattle for Samoa about the first of the year. Originally the Arctic vessel of the Alaska Native Service, **North Star** was also the expedition ship of the last Admiral Richard E. Byrd Antarctic venture. Acquired by the Petrich interests of the Western Boatbuilding Co., Tacoma, and the Mardesich family of Everett, Wash., she was refrigerated and fitted-out as a Bristol Bay freezership.

Before leaving Seattle, she filled her refrigerated holds with block ice for use of fishing vessels using her as a supply base and discharge station.

It is expected that the vessel will draw her fish from a number of different sources: Japanese long-line fishing boats; local Samoan fishermen; and from long-line operations conducted near the vessel from several Bristol Bay power gillnet boats which she took with her, and for which she shipped a substantial quantity of several types of long-line gear, including steel lines.

Japanese Vessels Sign To Deliver Tuna

Contract was closed this winter with Tokyo Suisan Kogyo Co.

TRIO ON THE "NORTH STAR"—Donald Doran, left, Van Camp Sea Food Co. manager at Astoria, left, with Toshizo Taguchi, chief of the foreign trade department of Tokyo Marine Products Corporation, and August Mardesich, managing director of the freezership "North Star" aboard the vessel at Seattle just before she sailed for Samoa to operate in conjunction with the tuna canning plant there, leased recently by the Van Camp company.

(Tokyo Marine Products Corporation) for seven Japanese vessels of the 120-ton class to fish in the vicinity of Samoa and to deliver their catches to the cannery there or the **North Star.** This charter is scheduled to continue through March, 1954.

Following signature of the contract in Japan, T. Taguchi, chief of the Tokyo company's foreign trade department, came to the United States in connection with the matter. (He is pictured in connection with this article in company with Mr. Doran and Mr. Mardesich, representing the Van Camp company and the **North Star** respectively.)

May Open Opportunity For Fleets' Activity

The POFI contract with Sverre Jangaard in connection with the operation of the **North American** and the **Alrita** calls for each boat to complete two trips before June of this year. Scientists will accompany the vessels; and POFI is providing for the out-of-pocket cost of gear and boat alterations necessary for long-line operations. Other than this, the operation is a commercial one, with the Jangaards shouldering the principal financial burden.

O. E. Sette, POFI director, points out that Capt. Jangaard is taking boats of two very different types, the **North American** being a smaller tuna clipper and the **Alrita** being a combination halibut boat. The operation will give an opportunity to evaluate the two types for tuna long-lining; and at the same time **may** open the way for employment of vessels which otherwise are having some trouble keeping busy at profitable trades.

To Explore New Area

In connection with the operations of the **North Star,** Mr. Sette informs **Pacific Fisherman:** "We are sending Wilvan G. Van Campen, an experienced Japanese longline observer from our staff to record fishing and biological information. Since Mr. Campen readily understand, speaks, and writes Japanese, we believe he will be able to compile valuable records from the fishing in this part of the ocean. We have very little information on the fisheries resources around Samoa and Mr. Van Campen should be able to gather information on the tuna resources of that region. The Japanese know very little of the fisheries immediately around American Samoa, thus these explorations with the base at Pago Pago are in a new area relatively unexplored for tuna."

Growing Interest Noted In Equatorial Fishery

Growing interest in the commercial possibilities of the mid-ocean long-line fishery is reported by Mr. Sette, who says: "We have recently had numerous inquiries about the fishing area south of Hawaii near the Equator, and for the first time it appears that a number of private fishing ventures will fish this region during the coming year. A well known local (Hawaii) fisherman intends to take his boat to the Line Islands in March and to fish with long-line. If this enterprise is successful, he intends to continue, taking additional boats to the Equator during the entire year.

"An Alaskan fishing company has been in contact with us, and there is every indication that they are seriously considering establishing a base at Palmyra Island of the Line Islands group, which is an American controlled island, and part of the City and County of Honolulu. This island has some facilities, which include a channel into the lagoon and a dock in reasonable repair. It also has fuel tanks and fresh water sufficient to supply quite a fleet of vessels. Indications from local industrialists are that a supply base will be established this winter on Palmyra where fishing boats may refuel and get some supplies and fresh water. This should be a big factor in long-line commercial trial for Yellowfin tuna within the very near future.

Several Expeditions Are Predicted for This Year

"With the present scarcity of tuna and good market conditions, we note a heightened interest by American industry in new tuna sources everywhere. We are doing everything within our resources to help and assist the commercial trials of the Equatorial region, and I predict that several will take place during the coming year. This time next year we should know whether or not our biological indices are good criteria of commercially exploitable tuna resources."

Scientists Will Observe Long-Lining Operations

North American and **Alrita** will carry scientific observers from the POFI staff aboard during their operations, in order that every opportunity of gathering oceanographic and biological information may be made use of. The arrangements with these vessels seek to provide a practical test of the use of tuna longlines by an American fishing vessel; and particularly by fishermen well-schooled in the basic aspects of this kind of gear. It will be sought to make a commercial success of the operation and to provide a yardstick by which the economic possibilities of the high seas concentrations of tuna located by POFI scientists can be measured.

The POFI researchers have disclosed substantial abundance of tuna well below the surface over some enormous areas of sea, notably along the Equator east of the 180th meridian, and in the vicinity of Christmas Island.

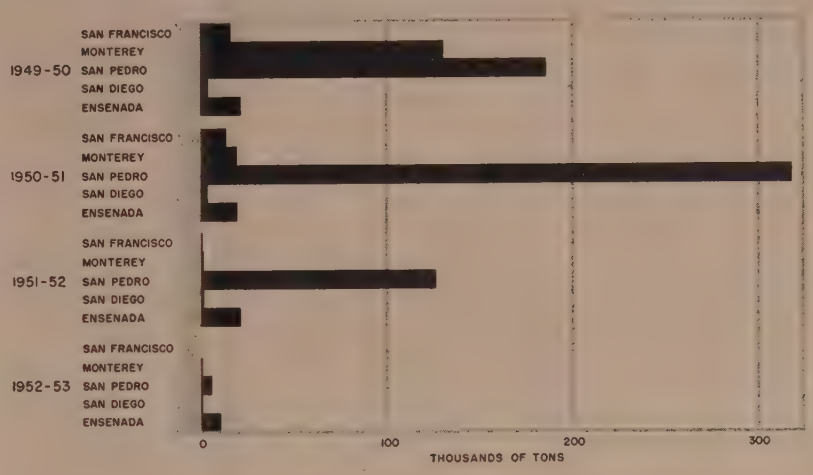
It is anticipated that the Jangaard vessels will do most of their fishing in the latter vicinity.

Sverre Jangaard has long been regarded as a particularly progressive and intense fisherman, ready to risk experiment in vessels, gear, fisheries, and their development.

POFI Expedition Finds Christmas Island Productive

In a recent announcement of the return of the research vessel **John R. Manning** from two months spent in the vicinity of Christmas Island, during which various recording instruments were installed there, O. E. Sette, director of POFI, said:

PROGRESSIVE SHRINKAGE IN SARDINES



This graph from the report of the California Cooperative Oceanic Fisheries Investigations shows not only the progressive decline of the catch of California sardines during recent seasons, but also how failure has moved from north to south; but with the southerly fishery tributary to Ensenada, Baja California, showing a greater degree of resistance to decline. This is in line with the CCOFI finding that sardine spawning off central Baja California has been fairly well sustained.

"Christmas Island is strategically located in the heart of the rich tuna fishing grounds recently found to the south of Hawaii. Information recorded by the instruments installed there should be of great value in studying the environmental changes that affect the abundance of Yellowfin tuna in equatorial waters. The newly discovered fishing grounds are beginning to attract the attention of mainland and Hawaii tuna fishermen, and the water temperature and weather data collected by POFI scientists will be used to predict the best seasons and areas for commercial fishing operations. . . .

"The field party also found time to survey the lagoon of Christmas Island, one of the most extensive in the Pacific, for stocks of small fish suitable for use as live bait for tuna fishing. Little bait of this type was found, but there were plentiful supplies of larger mullet and milkfish (awa) that could be used for longline bait.

"The **Manning** commanded by Robert E. K. Lee, spent 14 days fishing longlines for tuna en route to and in the immediate vicinity of Christmas Island. Fishing was particularly good near the island, where the Yellowfin were of the smaller sizes preferred by canners. A total of 5½ tons of Yellowfin tuna was landed at Honolulu at the Hawaiian Tuna Packers cannery. This cruise marked the first attempt by the government research agency to fish the equatorial waters south of Hawaii during December. The good Yellowfin catches taken at this time of the year may open the possibilities of a winter fishery for the local fishing fleet."

Japanese View Expressed In Press Articles

Japanese thinking with respect to this enterprise is reflected in the Japanese press, a translated article which appeared recently saying:

"Japanese tuna boats are now to fish in the waters around the Samoa Islands. The value of the fishing grounds of that area was established by Japanese fishing boats before the war, but since the war it has been practically impossible for them to operate there because of supply problems associated with the lack of bases. Now, however, the sale of fish to the cannery in Samoa has been arranged and the catch is to be turned over to a freezer ship belonging to the canner, which will at the same time supply necessary materials thus making fishing in the area possible. Of course, large tuna boats would be able to operate independently, but in the present case the fact that medium and small tuna boats have been enabled to operate there is of deep significance from the point of view of the present condition of Japan's fisheries.

Japanese Want Bases In Trust Territories

"The fisheries authorities have set up their policies for the conversion of fisheries with emphasis on the southern fishing grounds and as an emergency measure they have decided to divert about 100 mackerel fishing boats and other vessels which have been closed out of their grounds by the Rhee Line into the southern tuna fishery. However, there is a limit to the southern tuna grounds and particularly if it comes to the diversion of medium and small sized fishing vessels it may well be that these tuna grounds will reach the saturation point in the near future. In this sense it is to be hoped that one further step forward will be taken and **that bases may be established in the South Sea islands,** and although the present fishing venture in Samoan waters is not a pure land-based operation, it is in general accordance with this hope. At the same time, for better or worse, it must be said to be a fine thing for the future of the southern tuna fishery that this way has been opened to it. The present plan, being the first such operation, involves only 7 fishing boats, but if the plan progresses as scheduled it may be anticipated that the number of boats will be increased and therefore it is to be hoped that the persons involved will advance this first venture with a very serious attitude.

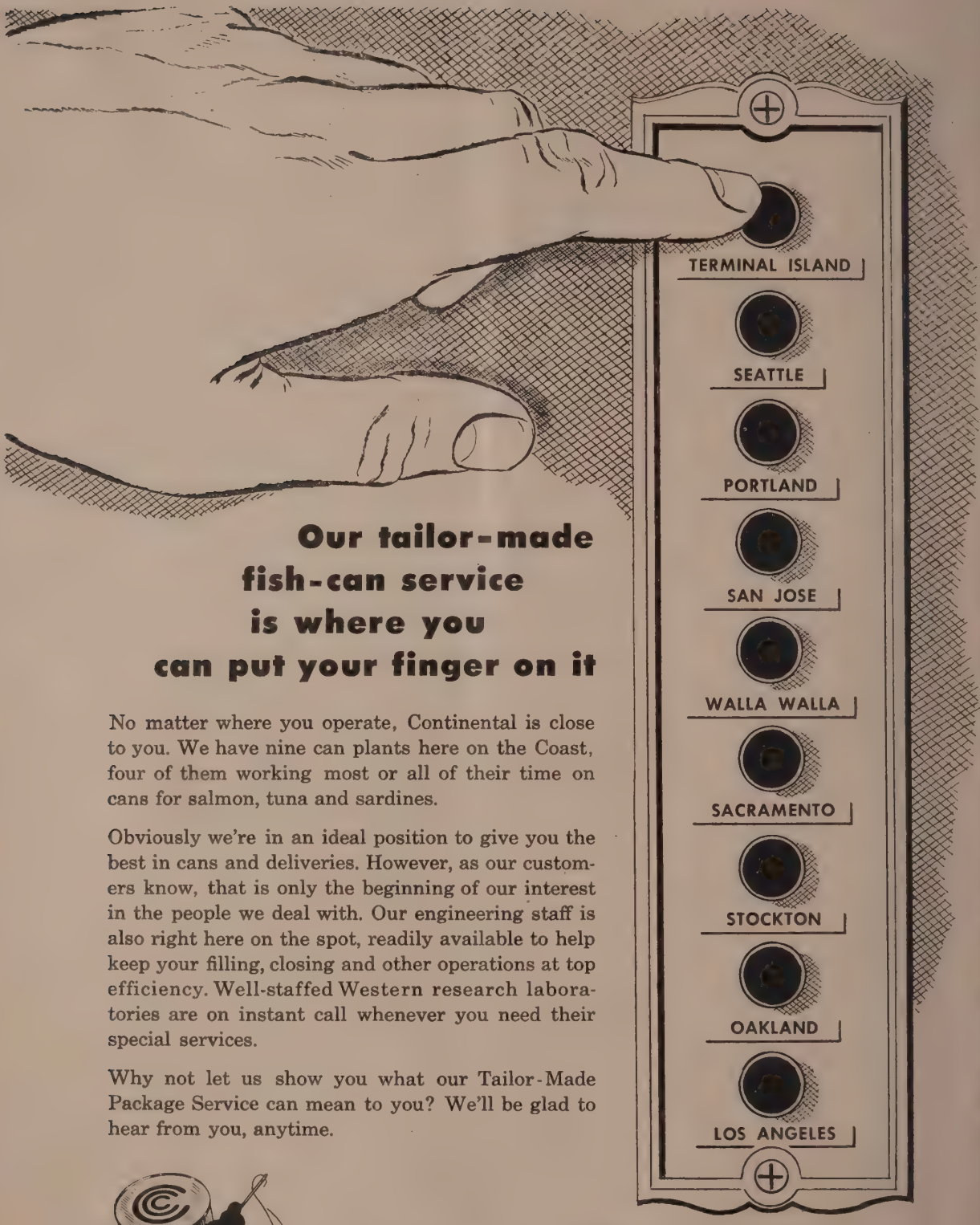
"In any case, from the point of view of the stalemated Japanese fishing industry, it is, as a policy, to be greeted with rejoicing that this front-line advance of medium and small tuna boats has been realized through the cooperation of the Japanese and Americans."

Tokyo Asks Privilege Of American Harbor

The emphasized portion of this article is of particular interest in that it points plainly to the intention of the Japanese to seek port privileges in the Trust Territories. This disclosure was followed within a short time by an actual request by the Japanese government for such privileges.

The request asked that about 20 fishing boats and three refrigerated transport vessels be given the privilege of using a harbor in the Trust Territories south of 10° North latitude (some distance north of Samoa). The harbor is sought to permit transfer of fish to the transport vessels under sheltered conditions; and to allow the fishing vessels to be supplied from the larger craft under harbor conditions rather than at sea.

The petition specified that there would be strict observance of the following conditions: (a) no personnel would be landed; (b) no fishing would be conducted within territorial waters of the Trust Territories; (c) no contact or exchange of goods with non-Japanese.



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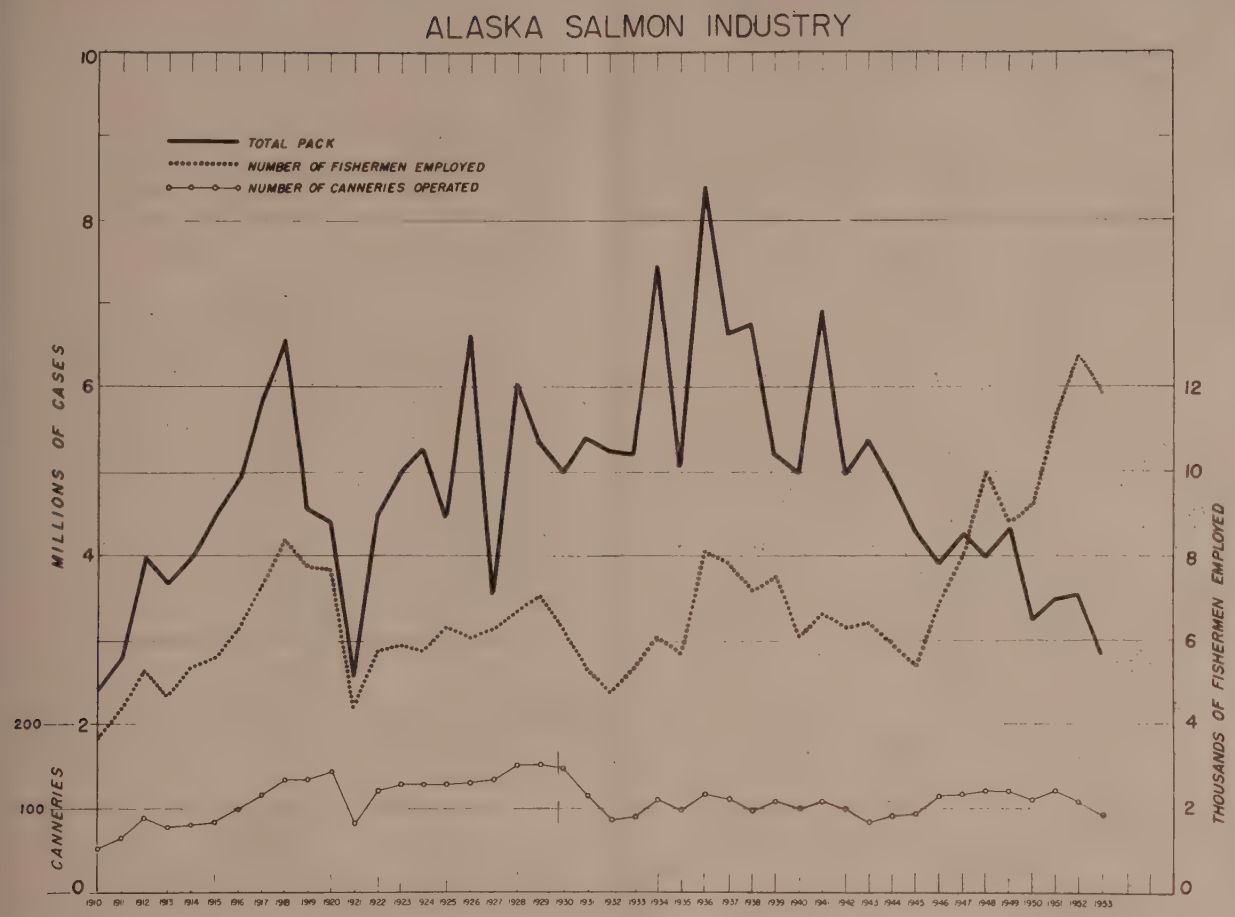

CATCH OF FISH FALLS AS NUMBERS OF FISHERMEN RISE—This is the essential kernel of fact in this graph prepared by Seton H. Thompson, chief of the Alaska Branch of the U. S. Fish and Wildlife Service. It shows many things, but most important of all is that the sharp after-the-war increase in fishing served to produce only further decline in catch. The number of canneries keeps low, but the graph cannot show the rise in their productive capacity.

NO RELAXATION

In S.E. Alaska Rules or Effort To Solve Application Problem

Search for a basis on which the Alaska salmon fishery could be meshed in gear with the Farley "ground rules" for rehabilitation without ruining the industry and impairing the economy of the Territory commanded primary attention of salmon operators and fishermen's organizations well into January.

The need for speed was an urgent one, for one point upon which everyone could agree—perhaps the only one—was that whatever decisions were to be reached must be made early—as **any** program would require much time, thinking, preparation and energy before it could be put into effect.

"We must have the pattern soon—the earlier the better".

On **that** there was no disagreement.

Trap Closure Basis Provides Knotty Problem

Southeast Alaska was the principal problem point. The Prince William Sound suspension program was generally accepted as the only course.

In Southeast Alaska the seiners generally gave hearty approval to the Farley plan as proposed; approval to which trap operators point-

ed as proof of their contention that the major burden of the Plan's restriction would fall upon their gear.

The main problem in applying the Plan, however, at presstime still lay in the difficulty of determining whose traps were to be closed. After some weeks of undertaking to work-out a reasonably satisfactory solution, the operators asked John L. Farley, director of the Fish and Wildlife Service, to come to Seattle to consult further on the matter. This he did shortly before Christmas.

Although Mr. Farley declined to modify the broad objectives of his proposals, and continued to insist that there must be 50% reduction in the fishing **effort** as compared with that **of 1953,** he was agreeable to some of the proposals. One of these was that the 50% restriction in trap fishing be sought on the basis of supply to each cannery, rather than for all Southeast Alaska as a whole. Argument was that only in this way could the plan be applied equitably.

The Alaska staff's list of 32 specific traps whose closure was to be mandatory also came in for a lot of shooting on the grounds that it would impose unequal burdens. At presstime some modification of this list seemed probable.

Seton Thompson, chief of the Alaska Branch of the Fish and Wildlife Service, spent the first week in January in Seattle, consulting with packers and working with them in an effort to arrive at cannery-basis patterns of limitation which would be acceptable to the Service, and which could stand as a base for drawing the formal regulations.

As he left for Washington again representative Southeast Alaska packers seemed to feel that a good deal had been accomplished and that the regulations could be expected to apply the Farley "ground rules" with no more pain and anguish than could be anticipated in the case of any major operation.

The problem of concentration to permit operation under such a limitation program remains to be solved.

Cook Inlet Program Is Largely Suspended

The Farley "ground rules" for Cook Inlet were modified to retain the two-day week without general reduction of gear and areas open to fishing. This followed a bitter battle between the exponents of the several forms of gear.

Drift net fishermen and the canneries which depend primarily upon this gear were the most vigorous complainants. They contended heatedly for maintenance of the **status quo** in Cook Inlet regulations, and that the two-day week, modified according to a weekly cumulative catch quota, was adequate for conservation; and would produce a substantial reduction in fishing effort in 1954.

The Service's proposed deadline across the Inlet, above which no drifting would be permitted, came in for special criticism, the drift-fishing advocates contending that this line would impose destructive limitations upon drift gear and would not in fact contribute to escapement.

A spokesman for the drifters took **Pacific Fisherman** to task for a statement in its January number which said that "realistic observers" doubted if the principal opposition voiced at the Anchorage re-hearing on the Farley Plan represented the opinion of "the resident fishermen of the region as a whole."

He declared that the resident drifters—which in 1953 included 195 boats, two men to a boat—were 100% opposed to FAWS' proposed deadline. This same source said that the 1953 number of drifters, 379 boats all told, including 184 "outside" boats could be expected to be reduced in 1954 to 250 without any change in the Cook Inlet regulations. He cited the number of setnets in 1953 as 1,299; with 24 "standing" traps and 29 "hand" traps also counted.

Concentration of Operations Is Due in New Degree

"Concentration" conversations in the several districts are being pursued most intensively, and presage a degree of consolidation never before approached in the operations of the Alaska industry. Obviously, arrangements for joint operations can not be firmed until the final version of the regulations appears in the Federal Register. At presstime conversations had to do wholly with tentative plans—everything iffy until the regulations are out and the operators can know to a reasonable degree the outlines and angles of the problem with which they must cope.

One thing sure: it adds up to limited activity—and back of it all, with some "ground rules" of their own, are the bankers. This year they'll have almost as much to say about limitation of operations as John Farley himself.

Pacific States Embark on Ocean Tuna Research

Off-shore research studies on Albacore, conducted cooperatively by the three Pacific states through the Pacific Marine Fisheries Commission, were agreed upon by the heads of the state fisheries departments at this winter's meeting of the commission in San Francisco.

The three states will furnish biologists to compose the scientific staff on off-shore cruises by the California research vessel **N. B. Scofield;** which will work from the Pacific Coast toward the Hawaiian Islands.

The work done by the states will be carefully coordinated with that of other agencies active in this field, notably the Pacific Oceanic Fishery Investigations, which is instituting an Albacore study in the vicinity of Hawaii as a part of its larger program.

The Pacific states have conducted Albacore studies for a number of years and have laid the groundwork so far as the continental phase of the program is concerned. Now they are planning to work off-shore in search of further facts — and possible distant, and perhaps deeper, stocks of tuna.

Such extension of studies has been in contemplation for some time. (See "Vagaries of Albacore Stir Demand for Study," **Pacific Fisherman,** Vol. 51, No. 11, October, 1953, Page 17.) It is of particular interest at this time, and the states are well equipped to undertake it.

California state researchers in 1953 perfected their method of tagging tuna, and the tags for this purpose. Moreover, several of their tagged fish were recovered; and one Albacore tagged in California and recovered in Asiatic waters, became the first fish to furnish positive proof of transpacific migration of Albacore.

Mark Gosse, Pioneer of B. C. Fisheries, Dies

Mark Gosse, pioneer of the North Pacific fishing and whaling industry, died at his home in Vancouver, B. C., December 26 at the age of 88. He was the father of Fred A. Gosse, head of the F. A. Gosse Co. of Seattle, salmon distributors.

A Newfoundlander by birth, Mark Gosse went west from Spannier's Bay in 1887 and soon made his stake in fishing and in sealing in the days when the sealing and whaling fleets made their base at Victoria. Rental of the sealing vessel he first acquired was $1 for every seal skin brought to port.

Mr. Gosse was one of the founders of the Gosse-Millerd Co., which was later absorbed by British Columbia Packers, but he retired from active business before World War I.

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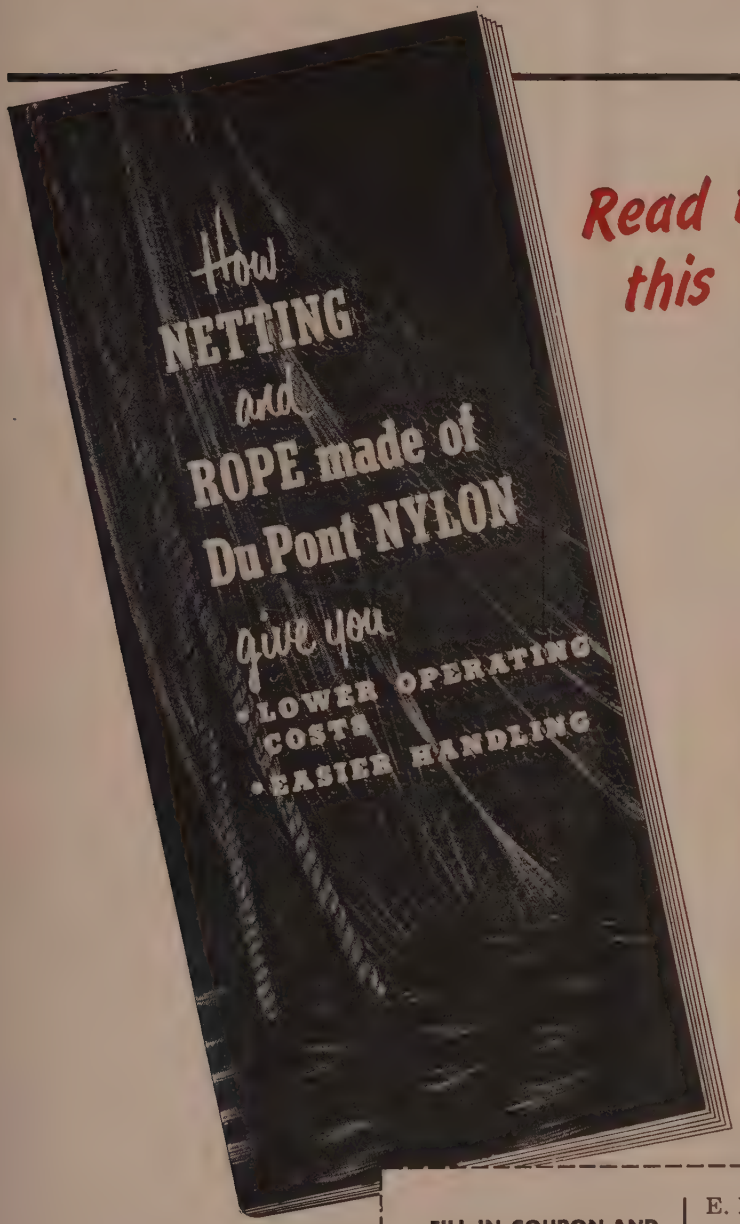

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BETTER THINGS FOR BETTER LIVING
...THROUGH CHEMISTRY

AT THE AMERICAN TUNABOAT ASSOCIATION ANNUAL MEETING — Top panel, left to right: Frank Perry, Arthur DeFever, George Soares, Harold F. Cary, toastmaster; Edward X. Madruga, retiring president; Dr. W. M. Chapman, director of research; Joseph S. Rogers, M. O. Medina, Sverre Jangaard.

Middle Panel—Joe Madruga, Tony Rosa, president, Gremio Whaling Assn., Pico, Azores, Joe Medina's partner in a reduction plant operation; Victor Rosa, Matt Monise, president, Fish Monger's Club; Max J. Gorby, president, Cal-Marine; Robert Alcott Jr., Joseph S. Rogers, Robert Alcott, Nick Trutanic.

Lower Panel—Matt Monise Jr., Leo Correra, Tom Santos, Julio Balelo, John Luz Jr., Salvador Luca, John Zolezzi, Ralph Madruga, Joe Pombo, John Cardosa, Manuel E. Simas.

Tunaboat Owners Elect Ambrose

W. Wade Ambrose was elected president of the American Tunaboat Association at 1954's first meeting of the board of directors, in January at San Diego. Joe Penacho was chosen vice president; Manuel E. Simas, secretary, and Edward P. Silva, treasurer.

The ATA's new head was formerly president of Westgate Sea Products Company, and is owner of a clipper fleet. He is a grandson of R. D. Wade, a founder of the tuna industry. He succeeds Edward X. Madruga, owner of the **Liberty.**

At its annual meeting, prior to a dinner held at the Kona Kai Club on Point Loma's Shelter Island, a number of new members of the board of directors were named, to serve two years. These included: Mr. Ambrose, Ralph Madruga, John Zolezzi, William A. Hoss, Luigi Guidi, Frank Gonsalves Jr., Louis Vattuone, Manuel E. Simas, Joseph Pombo, John A. Cardosa, Stave Stagnaro and Joaquin O. Medina. Those held over were: George Alamedo, A. D. Madruga, Joe Penacho, Frank M. Perry, Joseph Rogers, Edward P. Silva, George Soares, and F. W. "Pete" Szalinski.

Continuing was Harold F. Cary as general manager and Dr. W. M. Chapman, director of research. Mr. Cary outlined highlights of ATA's activities during the year.

One of the principal developments was the official changeover of the association to a cooperative, after 33

W. WADE AMBROSE

years of existence. During the dinner a commemorative cake was cut, with Charles A. Landers, former ATA president, officiating.

Important in the year's work, according to the general manager, was the increased attention given to foreign relations. Members of the ATA attended the Ecuador Fishery Conference; Mr. Cary spent several months in Peru to improve relationships with officials of that country and U. S. fishermen; Dr. Chapman made an on-the-spot survey of Japanese tuna fishing and methods.

No aggressive campaigns were made at Washington, D. C., during 1953 by the association, although representations were made to Congress on the tidelands and continental shelf bills.

During 1953 special reports were made to members on growth and changes in the tuna fleet and production, imports and other developments in work performed by ATA.

Beginning late in the fall, the association was able successfully to negotiate new contracts for its members with Southern California tuna canners, contracts which secured increase in prices for raw Yellowfin and Skipjack and other concessions.

The annual dinner was attended by 160 members and guests. One of its highlights was the ovation given Capt. N. O. Medina who retired as a member of the Board of Directors, having served the longest of any member since the organization's beginning.

Henry Olsen Retires After 40 Years Fishing

Capt. Henry Olsen, manager of fleet operations for Van Camp Sea Food Company, at San Diego, retired December 31, to devote himself to travel and personal activities. One of the most popular fishery officials in the entire history of Southern California commercial operations, and dating back more than 40 years, he leaves a host of waterfront friends from San Diego to Alaska.

Skipper Olsen was out fishing with his father off San Pedro when he was six years old. In 1915 he was fishing Albacore for Pacific Tuna Canning Company, San Diego, with his own boat. When tendering of tuna from Magdalena Bay and other locations along the west coast of Lower California was developed during World War I, Henry was prominent in that operation for Van Camp. and continued in charge of fleet operations at San Diego down through the years.

Abalone Man Lost

Jack Burch, 31-year-old abalone fisherman, was swept overboard and drowned from the small **Mary E** as she was leaving Ventura pier, California.

Imports Lift Tuna Supply to New High

Unofficial overall comparative figures for the California tuna catch of the various species, including imports of fresh and frozen, between 1932 and 1953.

	1953 Tons	1952 Tons
Yellowfin	70,036	92,883
Bluefin	4,599	2,083
Skipjack	65,122	44,685
Albacore	38,997	34,520
Bonito	1,490	1,061
Yellowtail	2,334	4,531
	182,578	179,763

Of the above more than 30,000 tons were imported, including Albacore, Yellowfin, Bluefin and Skipjack. Albacore in the round was greatest, around 21,000 tons; Yellowfin totaled 8,000 tons; Skipjack 1,600 tons, and Bluefin, 30 tons.

Noted in above figures are the fact that Yellowfin suffered a 24% decline, in the overall total from 1952; Skipjack was up 46%; Bluefin up 120% and Albacore 13% up.

January began with many tuna clippers in Southern California harbors waiting to unload. While some of the hook-and-liners hurrying home for the holidays were able to unload before the old year closed, it was figured around 15,000 tons was in refrigerated holds for new year processing.

Around 90 clippers were out in early January, many of these being expected home before the month ended. If so, it was possible enough raw tuna might be received in January to process 1,000,000 tons, although this figure may have been a little high.

An interesting catch made on New Year's day at Guadalupe Island, Mex., was 100 tons of Bluefin by the seiner **Marauder**, Tony Mihovilovich, delivered to Star-Kist Foods, Inc. The seiner left December 28 and was back into port within a week.

Malcolm J. Goldie has been named general manager of the recently reorganized Van Camp Sea Food Company, Inc., laboratories. The change was necessitated by demands of an expanding research program and to facilitate marketing of new "Sea Pep" products.

Try Pumping Shrimp

A pump, on whose design and manufacture the Meletron Corporation of Los Angeles cooperated, has been installed by the Brownsville Shrimp Exchange, Brownsville, Texas, for unloading shrimp. The Meletron Corporation has similar pumps working on the majority of the mackerel and sardine canneries in Southern California, and recently installed one of the vacuum pumps on the clipper Defiance.

Don Loker Heads 1954 Fishermen's Fiesta

Donald P. Loker, director of public relations, Star-Kist Foods, Inc., has been named general chairman of the 1954 Fishermen's Fiesta, at Los Angeles harbor. Mr. Loker has worked with past fiesta committees for years, and brings a wealth of entertainment experience to the post of general chairman.

Pinks in Oregon

Surprising presence of Pink salmon spawning in Oregon streams is reported by the Oregon Game Commission. Three Pinks were observed on a spawning redd in Beaver Creek, a tributary of the Nestucca; and another Pink was caught in the Sixes River, southern Oregon.

Although not infrequently caught at sea by trollers off the Oregon Coast, Pinks have not previously believed to be native to streams of that state. The troll catch of Pinks in Oregon off-shore waters in 1953 was the largest in history, giving rise to interesting speculation that the species might possibly have become established there.

South Pacific to Gloucester Run

by Tuna Clipper "SUN JASON"

demonstrates the Stamina of SUPERIOR Marine Diesel

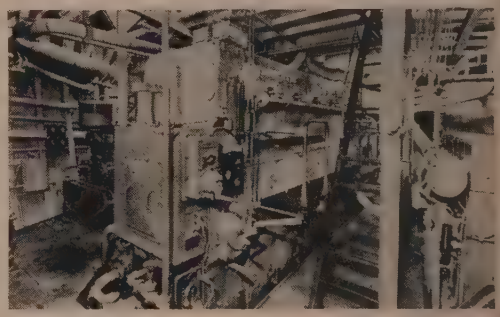
Clipper "Sun Jason" docked at Gloucester, Massachusetts, after bringing 600,000 pounds of tuna from the West Coast.

From the fishing grounds off Chile and Colombia to Gloucester, the "Sun Jason" logged 2870 miles. During 117 days at sea her 840 horsepower Superior Marine Diesel required no maintenance—even though the run from the Panama Canal to Gloucester was made in nine days, non-stop.

Captain Lazaro Massa docked at Davis Brothers Fisheries Company with 600,000 pounds of tuna—the first cargo of Pacific tuna ever unloaded at Gloucester. After 45 days of fishing the "Sun Jason" took the record-breaking cargo to Gloucester in 12 days.

Throughout the entire cruise from her home port at San Diego to the South Pacific and then to New England, the "Sun Jason's" Model "60" Supercharged Superior Diesel performed dependably and efficiently, demonstrating, once again, the kind of service that's built into Superior and Atlas Diesels.

On the Atlantic and Pacific Coasts, in the Gulf of Mexico, and in fishing waters throughout the world, you can get lots of additional proof of the efficiency and stamina of Superior and Atlas Marine Diesels. Ask your Superior-Atlas Representative or write Springfield for descriptive bulletins.



Engine Room view of the "Sun Jason" which shows her Superior Marine Diesel, Model "60."

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PACIFIC Fisherman's NEWS

FEBRUARY 1954

$30 Tuna Price Increase is Won By Clipper Men

The American Tunaboat Association, as a cooperative, negotiated 1954 contracts for its member vessel owners late in December with leading Southern California canneries. Vessels affected are the live-bait boats known as tuna clippers.

The new scale for Yellowfin and Skipjack, only two species on which the ATA negotiates, calls for a straight $30 increase per ton on both. Thus Yellowfin increases to $350 per ton from $320; and Skipjack is now worth $310 per ton, against last year's $280. The new scale applied on all fish delivered after January 1.

The fleet as represented by membership in the ATA may collectively bring 320% of potential tonnage during 1954, against the 300% allowable in 1953.

Raw price on Bluefin was not negotiated, this being the concern of purse seiners as represented by the Fishermen's Cooperative Association of San Pedro, as is also that for yellowtail and bonito.

Albacore price is fixed in early summer when the Longfins begin to appear in northern Mexican and Southern California waters. Last season ended with $450 per ton being paid.

Bluefin Price Talks Seek Yellowfin Parity

The price of Bluefin for the purse seine fleet was being negotiated as this issue of PFN went to press. Fishermen's Cooperative Association is making an effort to equalize the price of this fish, caught locally and in offshore waters, with that of Yellowfin which is now $350 a ton.

Olympia Oyster Set For 1953 Satisfactory

Reproduction of Olympia native oysters in the southerly portion of Puget Sound in 1953 was generally satisfactory, according to a report by the biological staff of the state shellfish laboratory to Robert J. Schoettler, director of fisheries.

The setting on Mud Bay was rated "successful"; and on Oyster and North Bays "Satisfactory".

Fred Thebus Heads California Trawlers' Marketing Association

Eureka dragboat owners and operators captured all the major offices in the recent annual election of the Fishermen's Marketing Association, representing dragboatmen along the northern California coast.

The new officers include: Fred Thebus, president; Arne Grotting, vice president; Albin Anderson, treasurer. W. O. Riley was re-elected secretary. Eurekans named to the board of directors were Arthur C. Wilson, James Young, Reuben Olsen, Robert Niles, Myron Anderson, Clarence Churchill, Jack McCaley and Brooks Mark.

Secretary Riley represented the group at a tri-state conclave held late in December in San Francisco.

Tuna Freezership Carries Experimental Fishing Boats

The freezership **Alaska Reefer** docked recently at Hy-C-Tane in San Pedro and is on her way at presstime for tuna grounds in the South Pacific and in the high seas off South America.

The skipper of the **Reefer** is Andrew Vilicich, who is also associated in the ownership. Steve Vilicich, Andrew's son, is also aboard.

Three or more purse seiners will deliver tuna to the freezer: **California,** skippered by Ray Jones; **Marsha Ann,** Pete Laponovich; and the **Sea King,** Tom Mason.

Since the **Reefer** carries aboard four gillnetters, used during last season's salmon fishing in Bristol Bay, these boats are planned for experimental jig fishing for Albacore. Seaside Supply Stores furnished jigs and tuna squids. It is possible, too, that the **Alaska Reefer** will also carry-on some long-lining for tuna.

Paragon Fish House Damaged by Fire

Fire which swept through the second floor of the Paragon Packing company's buying station at the Hoquiam fish base December 16 caused damage estimated at $3,000. Only prompt action by Hoquiam firemen saved the entire Hoquiam fishing fleet base. The blaze started, it is believed, from sparks of a cutting torch.

10-Mesh Cut In Net Depth Asked in B. C.

In view of the growing popularity of nylon nets among British Columbia fishermen, a proposal seeking immediate reduction in the depth of all salmon gillnets has been placed before the industry by the Department of Fisheries at Vancouver.

This is a supplementary measure to the list of proposals circulated earlier by the department, which asked that fishermen and operators submit their recommendations by January 15.

The proposal is that the present regulations be amended to fix the maximum depth of all salmon gillnets at not more than 50 meshes, or 10 meshes less than now permissible.

"In view of the general changeover to nylon gillnets anticipated for 1954," stated A. J. Whitmore, chief supervisor of fisheries, "and the expectancy that 50-mesh nylon nets will have a catch efficiency at least equal to 60-mesh linen gillnets, it is suggested immediate curtailment of depth to 50 meshes would offset, in some degree at least, the need for additional conservation measures such as further extension of weekly close time, special closures, and so on.

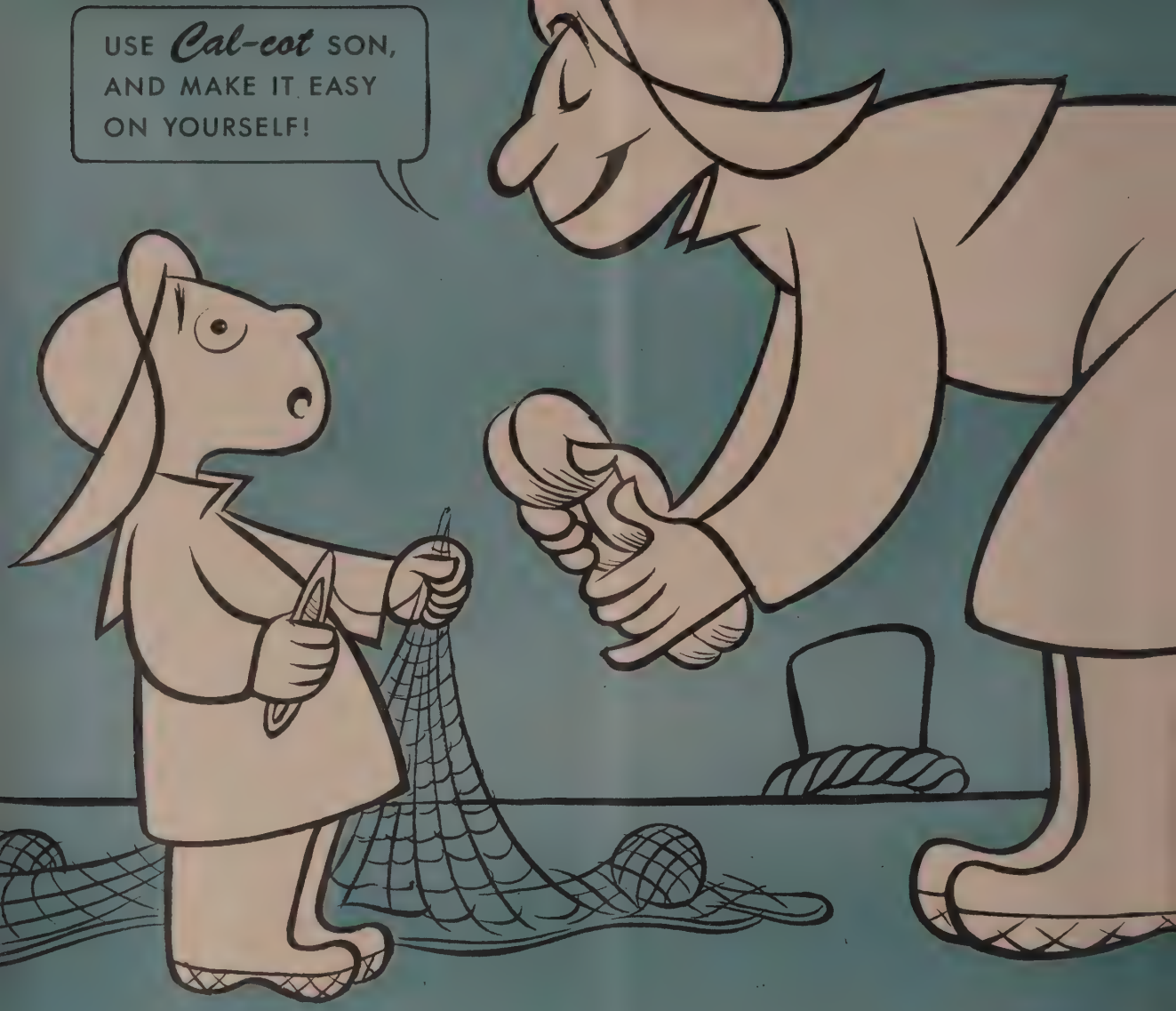
"A significant reduction in the cost of nets to the fishermen would be effected," added Mr. Whitmore. "This would in turn assist in reducing cost of production, a particularly desirable feature in view of present competitive markets for canned salmon."

Opinions have been asked as to whether the proposed revision should be made this year or at the commencement of the 1955 or 1956 fishing seasons.

Puget Purse Seiner Owners Re-elect Officers

The Purse Seine Vessel Owners Association, composed primarily of Puget Sound seiners, re-elected its officers at the annual meeting held just before the first of the year.

This returned Jack F. Repanich to the presidency, with Mitchell D. Evich as vice president and Nick Mladinich, long-time secretary-treasurer carrying-on in that job.



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February, 1954 Volume 52 Number 3

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ADVERTISING: Complete plates only should be sent to Pacific Fisherman, 235 N. W. Park Ave., Portland 9, Ore. . . . Advertising copy and cuts, instructions, all insertion orders should be sent to the Seattle office.

Boat-Selling Fisherman Appeals His Conviction

John Hartwig, Westport fisherman, has posted an appeal bond in a case in which he was found guilty of grand larceny and sentenced to a maximum term of 15 years in the state penitentiary. He was released on posting $2,000.

Prosecutor Don Abel said the case involves grand larceny by false representation. Hartwig allegedly sold a fishing boat without disclosing to the purchaser that a prior mortgage existed against the craft.

Jangaard Ships Gear For Experimental Fishing

Seaside Supply Stores, San Pedro, recently supplied Sverre Jangaard, captain of the **North American**, with long-line gear for the experimental trip by the tuna clipper into waters of the South and mid-Pacific. Rolf Sannes, co-owner of Seaside Supply, reports that the clipper took aboard 261 cotton hand lines and 3/16" diameter tarred manila. The hooks for the lines are being supplied by a Honolulu source.

Three-Mile Limit Held Vital To Welfare of All Fishermen Of Pacific States and Canada

By W. O. SMITH
Ketchikan, Alaska

While the position taken by Mr. Elgin Neish of Oak Bay, British Columbia, in his letter printed in the October issue of **Pacific Fisherman** in regards to U. S. fishermen fishing in Hecate Strait is completely understandable from the Canadian point of view, Mr. Neish has not presented the full picture by any means.

The whole question of whether or not the waters of Hecate Strait are international waters hinges on whether or not Canada recognizes the three mile limit to territorial waters.

If Canada does recognize the three mile limit to territorial waters, then there can be no question of closing the waters of Hecate Strait to U. S. fishermen. If Canada is ready to abandon recognition of the three mile limit, then this brings up many questions in connection with an already complex situation. The United States would be completely justified in closing all waters of the Gulf of Alaska to Canadian halibut fishermen and all Alaskan coastal waters to Canadian black cod fishermen.

While I feel that the legal aspects of this situation hinge entirely upon Canadian recognition of the three mile limit to territorial waters, there is definitely some moral justification for the continuance of U. S. fishing in Hecate Strait. In the first place, almost every major banks in Hecate Strait was first discovered and exploided by U. S. fishermen. Second, if tagging operations carried out in Alaskan waters adjacent to Hecate Strait can be taken as any indication, then a major portion of the king salmon taken in Hecate Strait originate in the Columbia River. Third, as Mr. Sinclair has stated, we have a tradition of 50 years joint fishing within this area.

EDITOR'S NOTE—Mr. Smith is a Southeast Alaska fisherman and a former member of the Alaska Territorial Fisheries Board. His discussion comes to this journal in the form of a letter for publication, as did that of Mr. Neish.

Mr. Neish states "if a boundary line is agreed upon by two countries, and it is clearly marked, it stands to reason that what lies on one side belongs to one country and what lies on the other side belongs to the other country".

What Mr. Neish blithely ignores here is the fact that if Canada and the U. S. both recognize the three mile limit to territorial waters, then neither country has any control over those waters outside the three mile limit, as well as the fact that those waters outside the three mile limit cannot "belong" to either country.

Again, in referring to the fact that "all the main salmon streams of the Alaska panhandle have their origin in British Columbia and if U. S. fishermen are entitled to 50% of the Fraser River Sockeye runs, it should also hold that Canada should receive some portion of those salmon runs from rivers such as the Taku, Stikine and others", Mr. Neish has again ignored the fact that all fish taken from the Fraser River runs by U. S. fishermen are taken outside Canadian territorial waters. If the Canadian fishermen can take any portion of the fish which originate in the Taku, Stikine or other Alaskan rivers, outside of U. S. Territorial waters, then they are not only entitled to do so, they are free to do so.

Still again Mr. Neish has erred in stating that U. S. markets are closed to Canadian fisheries products. Every day we see reference to sales of Canadian halibut, fresh and frozen salmon and canned salmon in the United States, and I am sure that an examination of the record would show that a major portion of Canadian halibut and fresh and frozen salmon are sold in the United States.

I cannot help but feel that if a move to close Hecate Strait to U. S. fishermen were made, the Canadian fishing industry would be the loser in the long run. Such a move could lead to a closure of the Gulf of Alaska to Canadian halibut fishermen, closure of the coastal waters of Alaska to Canadian black cod fishermen, closure of U. S. ports to landings of Tuna by Canadian fishermen, and could eventually lead to a review of the tariff on Canadian fisheries products.

Such a series of moves could only be detrimental to the interests of both countries.

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SAN PEDRO SEINE SETS

SEA LARK, the refrigerated mother-ship, which delivers to Star-Kist Foods, has returned to San Pedro port with around 550 tons of tuna aboard. **Western Clipper,** which worked purse seine gear (the **Sea Lark** carried on with tuna bait fishing), remained in southern waters. . . . Nothing further has been heard at San Pedro about the efforts of the Colombian government to contract with a U. S. firm to bring a U. S. purse seiner to fish in Colombian waters. The seiner would presumably work for a firm operating at Barranquilla. . . .

FISHERMEN'S COOPERATIVE, San Pedro, is now selling Spongex floats, cellular plastic seine floats. Sponge Rubber Products Co. recently introduced new "models" of this float. The 6" diameter float is proving very popular with tuna and sardine-mackerel fishermen in Los Angeles harbor. . . . It was a festive Christmas party staged by the Women's Auxiliary of the Fishermen's Cooperative Assn. Mrs. Michael Thomas was general chairman, assisted by Mmes. Ted Lucich, Anton Misetich, Larry Zuanich, Matt Bodul, Mate Jurlin, Paul Biazevich. The Coop women's group also gave a children's party at which Louis Mascola and Joyce Misetich played accordion music and Sandra Mascola sang "Silent Night." Another Mascola, Anthony, sang "Jingle Bells." . . .

T. V. CARTER, net-builder of Long Beach, has a new assistant, Bill Christian, formerly a carp fisherman on Lake Mead. . . . Carter recently supplied anchovetta bait nets to the clippers **Defiance** and **Calistar.** . . . Assemblyman Vincent Thomas of San Pedro recently attended a meeting of the tri-state Pacific Marine Fisheries Commission, his first since he was named to the commission by Gov. Goodwin Knight of California. . . . Pearl Rizzo of San Pedro recently announced her engagement to Joseph Lozovina, engaged in the fishing industry of the port city. . . . Salvatore Vlasich, 73, retired fisherman, died in December at his El Monte home. He had worked on fish boats out of San Pedro for more than 40 years, coming to that port from Yugoslavia. . . . Another veteran fisherman died in December: Oscar Nylund, 65, a resident of Los Angeles harbor for 35 years. . . .

MRS. ANTON FIAMENGO has been elected president of the Yugoslav Woman's Club of San Pedro. Other officers are Mrs. Robert Raich, Mrs. Paul Bakotich Sr., Mrs. John Kordich and Mrs. Walter Hull. Board of directors: Mrs. John Pakusich, Mrs. Joe Juresa, and Mrs. Georgia Plancich. . . . Anthony Tomich of San Pedro and Kathleen Ramage of Lomita were married in a church wedding in December. . . . John Radovich is the biologist for the Fish and Game on the **Yellowfin** which has completed two research trips since October of 1953. . . . **Ronnie M** is among the purse seiners which have recently enclosed the flying bridge area with plywood and plexiglas. . . .

Palix Fisherman Fined

Ellis Petit of Bay Center, was convicted and fined December 14 in South Bend Justice court of charges of fishing for salmon with a set net and fishing in closed waters. He was fined $150 and costs on each of the two charges. He filed notice of appeal.

Petit was arrested on the Palix river October 20 by William Guffler and L. P. Tiederman of the state fisheries department.

Two Santa Barbara boats have recently been equipped with Ratheon "Fathometers." On the **Vera,** owned by **Ernie Kempe,** has gone a Cadet, sold by John Wright & Sons. The same company put a 1080-C Fathometer on the boat owned by **Ralph Hazard** and a 600-foot—600 fathom Raytheon unit on the **Bali.**

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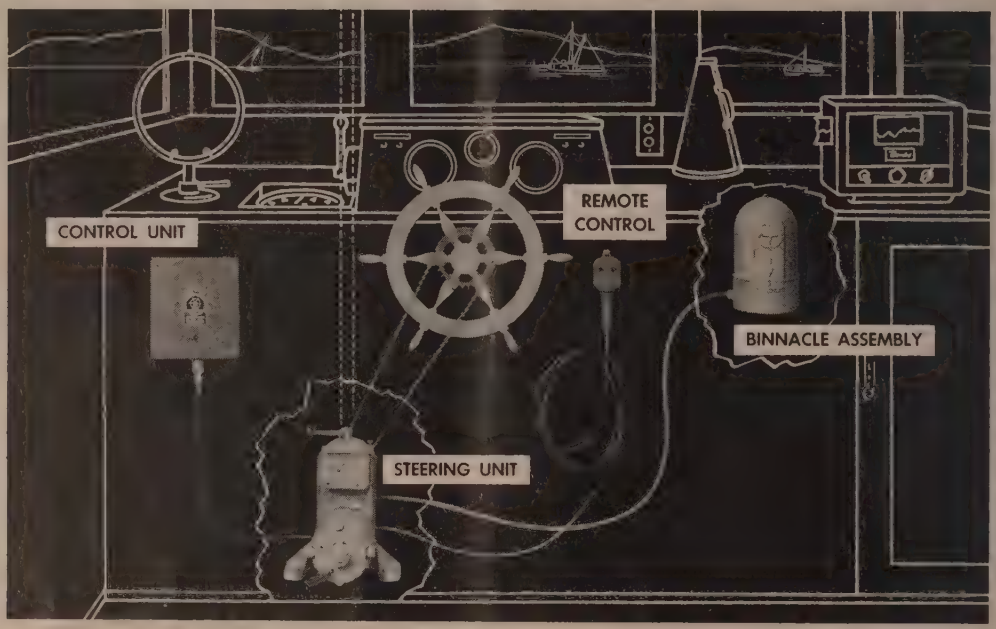

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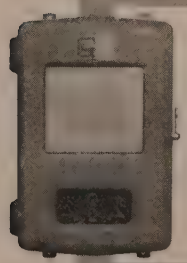

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Heavy Herring Fishing Encountered in Canada

British Columbia's herring production exceeded 80,000 tons by mid-November following operations of a fleet of 57 seiners west of Porlier Pass, east coast of Vancouver Island, which went out to share in the 10,000 ton extension of the earlier 40,000-ton quota.

The armada of seiners, backed up by 75 packers and 25 smaller tow-off vessels and other craft, was hastily congregated, with Capt. C. W. Earnshaw of the fisheries patrol vessel **Howay** sounding the whistle signal to start fishing.

The additional quota was soon harvested, Tatchu being high boat with more than 200 tons, most of the sets running from 50 to 100 tons or less. The concentration of boats and gear, unofficially valued at some $11,000,000, made it impossible for any boats to make spectacular individual catches.

But the event was something that several hundred fishermen will remember for a long time. The fleet shifted from Porlier Pass to Swanson Channel off Saltspring Island and Trincomali Channel in the evening, and riding lights tossed most of the night on a stretch of water usually deserted. A late moon illuminated the area, transforming the scene to one of almost metropolitan activity. Packers maintained an uninterrupted series of trips to Steveston canneries.

After the 10,000 tons were taken, a further extension of 5,000 tons was ordered for the lower east coast subdistrict as herring processors were anxious to have this additional supply for specialty food packs and bait exclusively. The packers furnished the fisheries department with a written guarantee that the herring from this special quota would not be used for reduction purposes.

The 1953 herring catch was not comparable with that of 1952, when there was a virtual blackout of the operation due to price disagreement, but it was ten times the volume of 1951 and double that of the preceding year.

At November 15, more than 1,780,000 imperial gallons of herring oil had been processed, 61,749 cases of canned herring had been packed and 12,762 tons of herring meal had been produced.

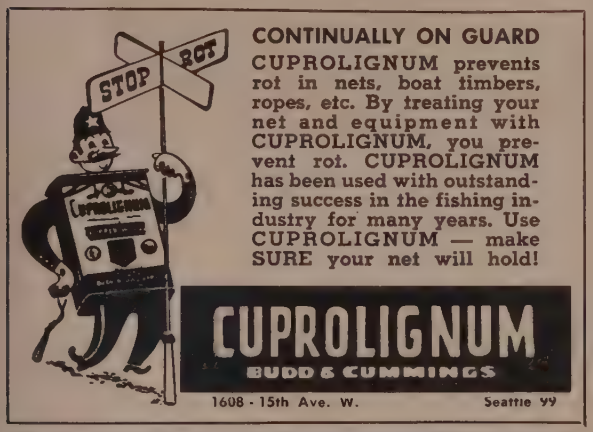
Pelican's Pouch

The Pelican was in Swanson's store trying on hats, but could find none large enough. Could be that becoming a grandmother had something to do with it! Mr. and Mrs. Oscar Haynes, Jr., former Alaskans now living in Los Angeles, assume the responsibility. A baby girl was born to them December 14.

The troller **Pauline,** formerly owned by Ed Wellsely, drifted on a reef in British Columbia. Considerable damage was inflicted.

Carl Strom of Elfin Cove, skipper of the troller **Sophie II,** drowned in the boat harbor in Ketchikan this winter. He is survived by his wife.

Ed Shumaker of Long Beach, California, was a guest at the home of Mr. and Mrs. Max Dorman. At a dinner given by Mr. and Mrs. E. O. Swanson, Ed, who has fished for tuna, loosened his belt after his fourth serving of fried King salmon and said, "I would say that your Alaska King salmon should be called 'the chicken of the sea'." The delicacy was the last King of the season bought by Ernie—nice and fat as only fall Kings can be, and Ernie himself presided as cook.



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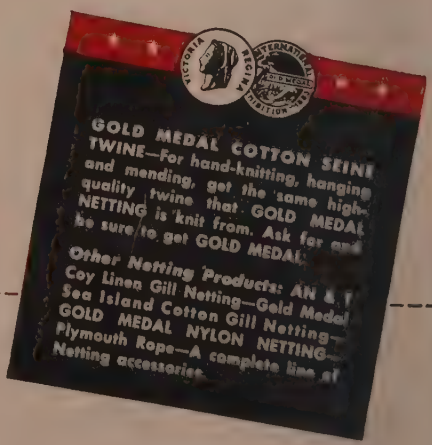
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Research Vessel Seeks Bait With Lights and Lift Nets

Two cruises by the research vessel **Yellowfin** recently used new gear to develop methods of sampling fish attracted to light.

The first by the California Fish and Game boat was along the coast from Los Angeles to Santa Barbara and around Santa Catalina Island.

Seventeen stations were occupied where attempts were made with a trap lift net to sample fish attracted to a light. The lift net was in a rigid boxlike frame, 8½ feet on a side. A light square frame was made to slide up and down the vertical supports of the heavy frame.

The webbing for the sides and bottom of the net was of ¾" stretched mesh, fastened at the top to the light sliding frame and at the bottom to the bottom netting. When using a light suspended above the surface of the water, the frame was placed in the water so that the top of the frame was just above the water. When using an underwater light, the entire net was submerged to a depth of about 10'.

After the fish were attracted to the light, the light was turned off and the net was pulled by a line that led through a block to the sliding frame. Thus, a wall of webbing was pulled around the fish.

Conclusions on the operation of the trap lift net indicated that it worked better when used with an underwater light. The greatest success was on anchovies. However, the anchovies milled in a large circle around the frame and seemed to avoid the net. Only occasionally would the anchovies come directly over the net and, then, only in sheltered waters where there was little or no motion.

Another conclusion was that this particular type of gear would have to be modified for safe use in the open sea.

The second trip by the **Yellowfin** took the boat to Baja California, various locations between Ensenada and Pt. Abreojos, and one station inside the Los Angeles Harbor Breakwater.

On this voyage a blanket net was used at different water depths and under different conditions which in general were successful. This experimentation indicates that the blanket net might prove a possible method of catching bait.

The dimensions of the net were 50 feet to 60 feet. Leads were placed on one end of the net. This end was put into the water first. The entire net was then dropped into the water except for the end opposite the leads which was made fast to the vessel.

The lead line was then lifted by two lines sheaved through blocks at the ends of two 50-foot outrigger poles. When the lead line came out of the water, the two wings were pulled, lifting the sides out of the water. The net was so hung that, when the sides of the net were suspended above the water, the bottom of the bag was approximately 5 fathoms below the surface.

The best set of the cruise was inside the middle berakwater, Los Angeles harbor, in which approximately 5,000 anchovies were caught. In addition to anchovies, sardines, sauries, and atherinids, the following species were taken: California pompano, deep bodied anchovies, queenfish, jack mackerel, Pacific mackerel, squid, thread herring ,round herring, barracuda, needlefish, flying fish, half moon, rock wrasse, and blacksmith.

In the experimental cruise the net worked better when there was a strong current, with the anchor up and the net on the windward side of the vessel. The net worked well in winds up to 30 miles per hour, and in moderate seas and swells. The net can be worked in shallow

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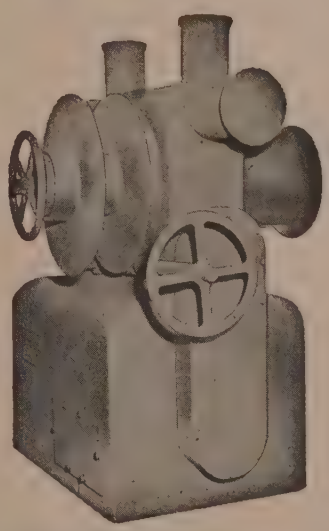

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water or in deep water, and six men can make a set in about five minutes.

On January 3 the **Yellowfin** made another cruise with new gear for sampling fish attracted to a light. The cruise was designed for 16 days and extended as far as the lower half of Baja California. Paul Petrich was skipper of the **Yellowfin** on this trip.

Tunaman Loses Life As Fire Burns Clipper

A Christmas Day tragedy saw Manuel Faria, 62, crew member of the 107' wood tuna clipper **Columbus,** lose his life when the vessel was destroyed by fire at Manzanillo, Mexico. He died in a hospital at that port. Capt. Manuel Silva and other members of the crew escaped.

Ninth tuna clipper to be lost to the Southern California fleet in 1953, **Columbus** was a real veteran, being built by a Wilmington shipyard in 1930 at a cost of $80,000 for Japanese owners. She was fishing for Van Camp Sea Food Co. when she burned.

"Chev" Features Seiner

A recent issue of the magazine published by Chevrolet featured the boat **Lucky Girl** and the abalone divers "Whitey" Stevens and Don Fogel of San Pedro in operations that took the divers down 50-feet or more.

Off come the "Marauder's" sardine nets at Berth 73, San Pedro, hung with Spongex floats. Skipper Tony Mihovilovich in January had completed handing his tuna nets with 3,000 Spongex floats, sold by the C. J. Hendry Co., and was readying to leave for another successful tuna season.

Tunaman Fouls Shaft, Suffers Grave Injury

Edward H. Ferlin, 42, was hospitalized in early January at Balboa, Canal Zone, for treatment of multiple compound fracture of his left leg. The fisherman was aboard the tuna clipper **Mermaid** when he slipped and caught his leg in the engine drive-shaft.

A U. S. Air Force plane flew the fisherman from the clipper to Balboa. The boat was fishing in the high seas off the coast of Peru when the accident occurred.

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Trevarno Boat "B" Fabric is scientifically engineered for commercial use. It has tremendous tensile strength, adds shock resistance to hulls and forms a permanent, invisible covering impervious to moisture, rot or petroleum fluids. Trevarno lasts the boat's lifetime—cuts yearly maintenance costs! Just paint resin and hardener on clean, dry hull. Smooth on Trevarno Boat "B" Fabric. Apply second coat of resin and hardener. Then, sand hull lightly and paint, *or leave it natural* (Trevarno lets the wood grain show through, adding to the beauty of your boat.)

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SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE*

"Oregon" Sends Her Net To 830-Fathom Depth

The Fish and Wildlife Exploratory vessel **Oregon** reports making a drag at a depth of 830 fathoms, in the Northern Gulf of Mexico, about 60 miles east of the mouth of the Mississippi. The investigators dropped their 40' shrimp trawl to this depth with 2300 fathoms of trawling wire. Thirty minutes were required to set the net and 105 minutes were necessary to pick up the gear. The catch, which was small, consisted of many types of red shrimp and a number of small black fishes. The identity of these fishes was not reported.

Yellowtail Tagging Is Continued by California

The California Department of Fish and Game is continuing its yellowtail tagging program in the area off Baja California. In a recent trip made by the California Fish and Game vessel **N. B. Scofield,** a total of 1477 fish were tagged and released. Nearly all the yellowtail were tagged with both a Petersen disc tag and a tag made of vinylite tubing.

Twenty-four tags released in an area north of Magdalena Bay were recaptured. Most of these fish were examined and again released.

A vinyl-type plastic fiber tuna seine has been successfully used by a Japanese high-line tuna seiner. The 38 ton vessel **Iemitshu Maru,** operating off Fukushime and Ibaraki, was the most successful of 50 boats operating in the area. The vessel caught a total of 135 metric tons in the period. The majority of the fish were yellowfin and blackfin tuna. The "Cremona" net is reported to be of greater strength than cotton nets. The sinking behavior of the net was similar to that of cotton nets. The master of the vessel reported the fishermen were originally worried about repairing the net, but found it hardly any more trouble than with knotted nets. How long the new plastic nets will hold up is still a question.

In Sweden a plastic-treated net, which is claimed to be five to seven times more durable than the conventional cotton trawl net, has been tried. The net made of ordinary cotton yarn is impregnated and covered with a plastic, which is said to protect the net against rot.

Swedish Tuna Shocker "Pacifies" Hooked Fish

A Swedish manufacturer has signed a contract with the German inventor of the "tuna shock" to produce and export the new fishing device. The "tuna shock" is an electric implement used to shock fish after they strike a trolling line. Swedish vessels have used the gear to catch large tuna and have reported very few fish escape once they are hooked.

The electric device does not occupy much room, consisting of only a converter and control box. Three cables are connected to the control box and three lines may be fished simultaneously. The lines have floats with different colors. When a float disappears indicating a strike, the electric current is switched on. The shock leaves the fish unconscious and easy to pull in. Current from the vessel's 24 volt battery is boosted to approximately 200 volts, which goes out to the hook when the fish strikes.

To prevent members of the crew from getting shocked, a locking device is employed which stops the gear from working when the hook is out of the water.

British Trawlers Use Large Mesh

A British trade magazine reports that the majority of the British Trawlers fishing in the Barent Sea are now using larger mesh nets to prevent the destruction of unmarketable fish.

The trawlers, remembering the rapid depletion of the North Sea, once considered inexhaustible, wish to prevent such a depletion on these grounds.

Experiments carried out by Northern Trawlers Ltd. of Grimsby on the use of larger mesh nets showed the larger mesh allowed great escapement of smaller fish.

A representative of Northern Trawlers Ltd., who introduced the idea after reading of experiments in the United States, said that the fishermen were originally "dead against the idea."

The first large-mesh nets enclosed in old herring webbing proved that many of the small fish were escap-

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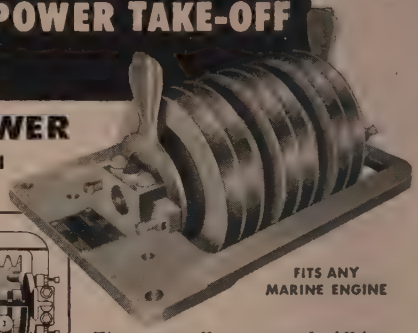

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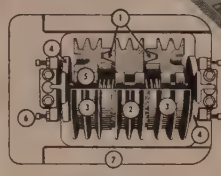

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ing. The experiments proved so successful that the majority of the ships changed to the larger mesh nets. The larger nets are using 5⅜" mesh, over one inch larger than the regulated 4 5/16 inch nets. The report stated that catches made by trawlers using the larger mesh nets produced "larger and more uniform size fish."

Larger mesh trawl nets have been recently proposed by State of Washington, which require a minimum mesh size (between the knots) of 4½ inches. The new regulation would correspond to the minimum set by California and Oregon.

North Calif. Crabbers Seeking 14-Cent Price

Turn of the year at Humboldt Bay found the 1953-54 northern California crab season in progress, but with operations lagging.

Fair weather marked the opening with upward of 75 boats putting to sea from Eureka, Fields Landing and Trinidad, with other craft working out of Crescent City.

The crab boat **Duke,** skippered by Richard Reeves, brought in a load of 7,000 lbs. on the opening day. Generally, however, opening catches proved to be somewhat under figures for the preceding year.

The season opened with dealers generally paying 12c per pound, live weight, although some were reported to be offering from 1 to 3c higher. Members of the Northern California Crab Boat Owners and Operators Association voiced dissatisfaction over the scale and at a meeting held at Trinidad voted to demand 14c per pound, citing increased operating expenses and maintenance costs as their reason.

Meanwhile, a number of company owned and chartered boats continued to operate. Dealers asserted that they could not meet the demanded price increase in view of market conditions.

The opening, however, found processing plants ashore ready for full operations. The majority of these concerns had been operating since mid-November, buying and importing crabs from the San Francisco area where the season opened a month earlier than in the north. Quite a number of Humboldt Bay based boats had been working in the southerly waters, several engaged in hauling crabs northward. Approximately 300 persons were employed in the processing operations ashore.

Shipyard Has Fire

Long Beach Marine Repair Co. was damaged by a fire in December which destroyed a warehouse and an adjoining fuel house. Damage was rated at $40,000, according to Frank Mansuy, secretary-treasurer of the yard which has been building a number of tuna clippers.

Here's Why You Need the AQUA-CLEAR Feeder

The badly rusted and corroded pipe at the left was taken from an unprotected line. The right-hand section shows how the AQUA-CLEAR Feeder keeps your entire cooling system clean as new, free from rust or salting down.

Now you can greatly lengthen the life of your engine, and cut operating costs. AQUA-CLEAR Feeders have proved so efficient on fishboats that many new boats are being equipped with them and old boats are doing away with closed cooling. The AQUA-CLEAR Feeder saves hundreds of dollars on repairs, break-downs, lay-ups, and lost time.

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AQUA-CLEAR Feeders

HOME FOR TRAWLING—Here's Allard "Bud" Conger of Astoria, Ore., as he brings this tunaman-trawler "Nestucca" home for trawl fishing after fishing tuna in sub-tropical waters out of Southern California. Intermittent service of this sort is the kind of which Mr. Ramsey writes in the accompanying article on the care and lubrication of wire rope laid-up while the boat changes seasonally to another service. Before taking "Nestucca" south for tuna, Capt. Conger powered her with a General Motors 6-110 diesel, installed by Marine Equipment Co., Astoria.

How to Care for Trawl Rope in Ocean Fishing

By R. P. RAMSEY
Chief Wire Rope Sales Engineer, Wickwire Spencer Steel Division

This article is a direct result of a recent trip through Mexico, during which we had an opportunity to talk to many fishermen who are using Wickwire 6x7 double galvanized trawling rope.

The question always arose in the course of our discussion with these fishermen as to how best to protect wire rope against salt water corrosion. Although we made on-the-spot recommendation for the care of wire rope, it was felt that a short article setting forth the main points in rope preservation might be of value.

Wire rope is a mechanism composed of many wires arranged in a specific pattern around a central core. The various parts of this machine must be free to move in relation to each other. If they cannot move, due to corrosion, then the rope will no longer provide the service for which it was intended.

In the presence of salt water, corrosion is always a serious problem. Wickwire rope, specifically designed for your fishing application, is doubly protected against corrosion by an extra-heavy galvanizing process. It is additionally protected by a special lubricant pumped onto the core at the time the rope is closed.

Double Value in Galvanizing

The extra coating of zinc applied by Wickwire is extremely important, and it would be of interest to our readers, we believe, to give a brief explanation of the value of galvanizing.

Many users believe that the zinc coating or galvanize is of value because it provides a shield around the steel wire which prevents the salt water from coming in contact with the steel wire. To a certain extent, this is true, but the value of the galvanizing goes far beyond this. We are going to make the explanation of this further protection in plain, ordinary, down to earth language, and our technical readers will please forgive us if we steer clear of technical terms.

As many people know, there are some metals which are more readily attacked by salt water than others. It so happens that zinc is more readily attacked by salt water than iron. It also happens that it is relatively simple to coat a piece of steel wire with zinc. For this reason, if we coat a piece of iron or steel wire with zinc, and then put this wire in salt water, the salt water will first eat away the zinc before it really attacks the iron. Those of you who are familiar with steel hull ships know that, in some cases, zinc ingots are bolted to the hull of the ship to prevent eating away of the bronze propeller. The same thing takes place within the Wickwire extra galvanized rope. Even though the zinc coating may be scraped off by rubbing against rocks on the bottom, there is still a great deal of protection afforded by the zinc which is within the wires, because the salt water will first attack the zinc before seriously corroding the iron.

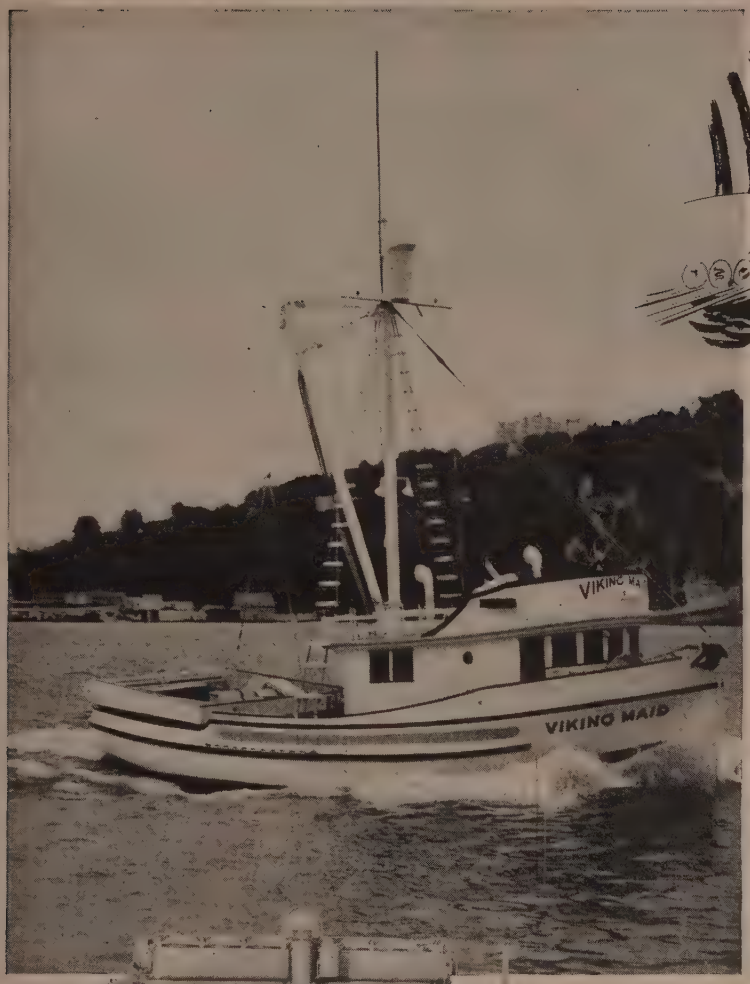
From the above explanation, the readers will more readily understand why we place such importance on providing a heavy coating of zinc. We are very proud of the performance rendered by this special trawling rope, and we are anxious for you to treat it in a manner which will provide even greater service to you. The following, therefore, will be devoted to a few simple rules which will provide greater service from galvanized rope.

Rope Lubrication Vital

As we previously explained, it is necessary for the various parts of wire rope to move in relation to each other. If, because of corrosion, they cannot move in relation to each other, much of the value of rope is lost. Lubrication is an important factor in providing easy movement of the wires and the strands in relation to each other.

At Wickwire we apply the finest lubricant we know of to this rope. However, salt water washing is one of the severest tests of a lubricant, and there never has been made a lubricant which will stay on very long in salt water. For this reason, it is very desirable to lubricate the rope occasionally while in service to replace lubricant that has been lost through use, and through constant washing by salt water.

We were asked in the course of our trip in Mexico what type of field dressing would be suitable. Nearly all of the major oil companies manu-



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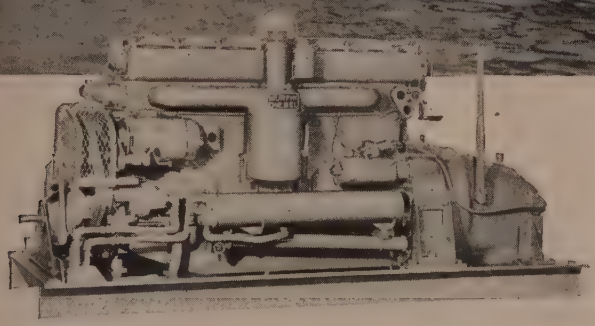

LET'S let Don Hansen tell in his own words why he selected a Murphy Diesel for the "Viking Maid"—

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facture special lubricants for wire rope which are usually cut-backs of heavier lubricants. The solvent used to cut-back evaporates after the lubricant is applied to the rope and gives very good results. It will also be discovered upon application to these oil companies that two or more grades of this lubricant are manufactured. The one grade usually leaves an oily film while the other grade leaves a heavy tarry substance on the surface of the rope. We believe that the lubricant which leaves the somewhat tarry or sticky feeling to the rope will provide better protection to the rope in salt water than will the lighter lubricant.

How To Get Best Rope Lubrication Results

It is necessary to apply these rope lubricants to a clean, dry rope. For this reason, when rope is retired from service with the idea of placing it back in service at some future date, it should always be thoroughly rinsed with fresh water. This is probably the most important part of wire rope care when used in salt water. After the rope has been thoroughly washed in fresh water and permitted to dry, it is then ready for application of the lubricant. Please bear in mind that it will be better to apply the lubricant with no previous attention rather than to apply no lubricant at all. However, the preparation mentioned above will make the application of the lubricant even more effective.

Because of the volatile nature of the solvent used on such lubricants it is advisable to confine the ropes after treatment in some air-tight container which will confine the vapors, and thereby prevent rapid evaporation. The reason for this is to permit time for the lubricant to penetrate the strands of the rope, and penetrate the core. We were informed by some fishermen that it was practice to remove the rope from service and immerse it in a large vat of kerosene oil to seal out the air. For this reason, we presume that such containers will be available, so that it will not present a problem to store the rope in this manner.

Light Oil Protection Scant

We would like to make a few comments in regard to the preservation of ropes by immersion in kerosene or other light oils. There is certainly nothing harmful in this procedure, but it is not providing the protection that the user may think. Unfortunately, salt water is composed of many elements which are not present in fresh water. Because of these elements within the strands and wires of the rope, severe corrosion can continue even though the rope is sealed from further contact with the air. This is the reason for the fresh water cleansing prior to the application of the lubricant. Many users are surprised when they remove the wire rope from the kerosene vat to find that corrosion has continued, and they frequently blame the rope. It is not the fault of the rope, no matter who manufactures it, that this occurs. As previously stated, corrosion can continue even when the rope is sealed from air by being completely immersed in kerosene.

Trawl Rope Lay-up Procedure in Summary

In summary, there are three major steps required adequately to preserve wire rope for future use:

1. Wash the rope thoroughly with fresh water to remove all salt water.

2. Dry the rope thoroughly before application of the lubricant.

3. Apply either the light bodied or heavy bodied field dressing recommended by the oil company of your preference and permit time for the lubricant to penetrate the strands of the rope. We believe the heavier bodied lubricant is more suitable for marine ropes. However, either lubricant will greatly lengthen the life of wire rope.

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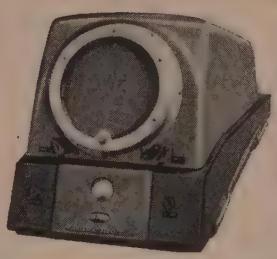

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The compact, drip-proof indicator-receiver unit is designed for shelf, bulkhead or overhead mounting with the viewing surface of the 10-inch, high-definition cathode ray tube inclined for convenient viewing in any position. The *Raytheon Reflection Plotter*, *Parallel Line Cursor* and *Tune-Test Meter* are standard equipment.

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INTERTOX NET DIP #1699 is an inexpensive homogeneous mixture with toxic properties which penetrate completely into the innermost fibres of cotton and linen netting, protecting them from the destructive action of the organisms that cause cordage rot.

G. M. FISHING NET COPPER PAINT #1866 is higher in cost due to the anti-fouling element. Will not injure netting nor cause undue stiffness. Assures protection from fouling much longer than ordinary materials.

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SAN DIEGO BITE-SIZE ITEMS

GOLDEN GLOW has been purchased by John and Julius Zolezzi, son and father in the well-known Zolezzi family of San Diego. The clipper was built in Tacoma in 1950-1951 by Peterson Boatbuilding Co., and was designed by Art DeFever. The boat was owned by Anthony Madruga. . . . Vic Nigro's son, Louis V. Nigro, was admitted to the bar in January. He is a graduate in law from the University of California at Berkeley. . . . Mr. and Mrs. Louis Massa will soon leave San Diego for extended European travel. They will first visit several of the large cities of the United States before sailing by boat from New York City. . . .

Homer H. Moore completed his sixth fishing boat, G.M., last summer. The 51' boat was registered at Avila, Calif. and is refrigerated to carry 25 tons. A 2½" Monel shaft was used.

Metal Marine Pilots have been installed by Shepherd Marine on the **Swanee, Polaris, South Sea, Kathryn Jane, Minola** and the **Guiseppi Padre.** . . . A Model DR5-A has been put aboard the **Mercator,** which Don Byrd recently purchased from Van Camp Sea Food Co. Shepherd Marine made the installation. . . . Van Camp's **Sheryl** was towed to San Diego recently when mechanical trouble developed off Cedros Island. . . . **Far Famed** took part in the rescue of the crew of the yacht **Minola II** when the sailing vessel got into trouble in southern waters. Once the towline broke and the yacht went adrift, but the tuna clipper located the smaller vessel by radar and finished her tow to San Diego. . . . Accidental death came to Rafael Eiaz when he was drowned off Baja California from the **Clara Marie** this winter. Efforts of the crews of the **Clara Marie** and the **Trojan** to rescue the crewman were unsuccessful. . . .

WAYNE PRICKETT, plant engineer, has returned to San Diego after a special assignment in Puerto Rico to supervise the establishment of a new tuna cannery there, the National Packing Co. . . . Eddie Qualin has completed his second successful voyage with the **Sun Jason,** fishing for Westgate-California. . . .

T. V. CARTER recently completed anchovetta bait nets for the **Defiance** and the **Calistar.** He is a net builder at Long Beach, Calif. . . . The annual dinner-dance of the Lower California Fisheries Association was an outstanding affair. Each lady guest was presented with an orchid; cocktails and hor d'oeurves were served before the dinner, which was truly a gourmet's delight. Anthony C. Chiappe, president of the LCFA, was official host for the event held at the San Diego-California Club.

NEED OF CONTINUING FISH CONSERVATION CITED BY WEISSICH

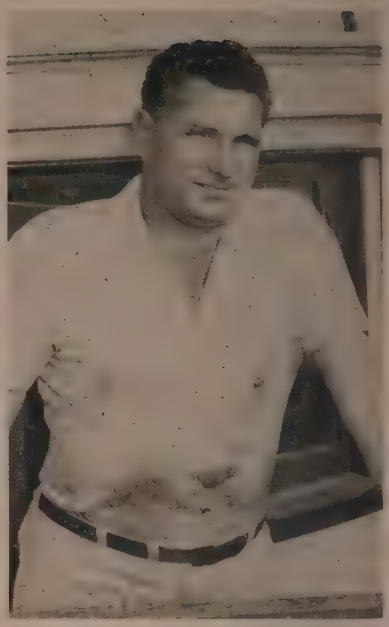
Theo Weissich, president of the Theo. Weissich Fish Company at Eureka, recently spoke before the membership of the Arcata Rotary Club on the economic value of the northern California fishing industry to local ports and the continuing need for conservation, for perpetuation of the industry. Mr. Weissich is one of the best known independent operators in the California trade, having established his own firm in Eureka during the early 'Thirties.

The fishing boat **Dungeness,** skippered by Bruce Burtschell, recently was towed into Humboldt Bay by the Coast Guard cutter **Balsam** after running out of fuel off Table Bluff. The boat is based at Crescent City.

The big trawler **Catherine Paladini,** working out of Eureka, had to be towed to port by the Coast Guard recently, after breaking down with engine trouble nine miles off Humboldt bar.

The 40-foot crab boat **Crescent** had a narrow brush with disaster recently when she dropped her propeller off the mouth of the Klamath River, scene of many maritime tragedies. The disabled boat, skippered by Frank Eggers, was towed home to Crescent City by the Coast Guard cutter **Balsam.**

Approximately $2,000 worth of crab fishing gear, including buoys, rope and other items, was destroyed recently in a fire at Eureka which razed a warehouse and workshop owned by Chester Hall, Eureka crab fisherman.



ONE TOP TUNAMAN—Tony Mihovilovich, one of the top tuna purse seine skippers of San Pedro, having completed seven trips from February to September, 1953. He is a member of the Fishermen's Cooperative Assn. with his big General Motors powered "Marauder," built by Peterson Boatbuilding Co. of Tacoma, Wash.

While fishing in southerly waters, the Eureka-registered fishing boat **Seal** sustained approximately $18,000 damage when fire burned out sections of the lower deck while the craft was tied up at San Francisco's Fishermen's Wharf. The boat is owned by Attillio Nardi, of San Francisco.

Sam Lakevo, owner of the 32' Albacore and net boat Sea Pal, which has just been equipped with the new Series 4-51 General Motors diesel engine. Crofton Diesel Engine Co. of San Pedro handled the installation.

STANDARD ENGINEER'S REPORT

DATA

LUBRICANT RPM Delo Oils

UNIT 640 H.P. dry sump diesel

SERVICE Tuna fishing-long cruises

CONDITIONS Constant load operation—high temperature

BOAT M.V. May Queen San Diego, Calif.

Ring and deposit trouble stopped by engine-cleaning oil!

WHEN RPM DELO SPECIAL LUBRICATING OIL replaced a competitive oil in the main engine of the M. V. May Queen, ring sticking was quickly eliminated. RPM DELO Special also removed heavy carbon and lacquer deposits resulting from use of the other oil, saving needless overhaul expense. Note cleanliness of crankcase in photo above, which shows its condition immediately after completing a 78-day fishing trip. This engine works under a constant load for anywhere from twelve to fifteen hours per day.

M. V. MAY QUEEN is 121 feet long, with a 28-foot beam. She fishes off California and South America, sometimes for 70 or 80 days at a time. Her 640 H.P. engine gets a real workout in the heavy seas and tropical storms. Plane on stern is used for spotting fish.

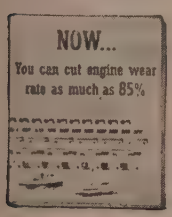
JOAQUIN MEDINA, Chief Engineer of the May Queen, says, "RPM DELO is a perfect oil for our diesels. We've gone three years now without an overhaul. And our engines are so clean that we'll probably go at least three more before we overhaul again."

How RPM DELO Oils keep engines clean and prevent wear

A. Contain special additives that provide metal-adhesion qualities...keep oil on parts whether they are hot or cold, running or idle.

B. Anti-oxidant resists deterioration of oil and formation of lacquer...prevents ring-sticking. Detergent keeps parts clean, helps prevent scuffing.

C. Special compounds stop corrosion of any bearing metal, and oil foaming in both wet and dry sump engines.



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STANDARD TECHNICAL SERVICE checked this product performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write Standard Oil Company of California, 225 Bush St., San Francisco.

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STANDARD OIL COMPANY OF CALIFORNIA

★ SELLING & BUYING ★

10c a word per time, $3.50 minimum. (For box numbers addressed to PFN, add $1.00.) Business card display—$16.50 per column in. per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Washington.

FOR SALE: Complete purse seine net with gear in good condition. Reasonably priced. See Domenick Jelusich at 3005 North 31st St., Tacoma, Washington.

FOR SALE: Boat C. L. BROWN, length 35.9, width 11.7, depth 5.85. Built 1945. Diesel, radio, salmon gurdies. Seaside Clam Co., Warrenton, Oregon.

FOR SALE: Chrysler Royal engines, 8 cylinder, 141 HP—new! Priced for quick sale. SHERMAN SUPPLY CO., 2456 - 1st Ave. So., Seattle. SEneca 0061 or MAin 4802.

FOR SALE: Monk design steel boat 48' x 13'10" x 5½', adaptable to any type fishing also tug, carries 2200 gal. fuel (double bottom) sleeps 6, gross 31 tons completely equipped. C. M. Negstad, 1322 S. E. Madison, Portland, Ore.

FOR SALE: Brand new, well seasoned 33' gillnet or combination hull, tanks, house, will finish fo'castle to suit. A very good buy. Hansen Boat Co., 5316 Marine View Drive, Tacoma, Wash. Call GR. 3142.

FOR SALE: 160 lbs. Northill Anchors. Galvanized. Unused. $75 each f.o.b. our yard. Co-Operative Pipe & Steel Co., 1715 East Anaheim St., Wilmington, California. Phone: TErminal 4-6122.

WANTED! 5000 plastic floats for gillnet, with ⅜" or ½" hole. George V. Castagnola Sea Foods, 131 Anacapa St., Santa Barbara, Calif.

WANTED: 34'-36' combination fishing boat in good condition. Trade for four room house. Large landscaped lot, Ballard district. Phone DE 5847 or write 7337 Alonzo Ave., Seattle, Wash.

FOR SALE OR TRADE—Working share in Tacoma, Wash. cooperative plywood plant. Age limit 45 years. 2 weeks vacation, many benefits. Wages $2.75 per hour. $12,000 or trade for 40' diesel troller of like value. Write Johan Levang, 1709 S. Yakima, Tacoma 5, Wash.

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TRI-STATERS VOTE FOR NEW COD-END MESH

Cod-end minimum mesh of 4½" **between** knots for all Pacific Coast trawls was recommended to the fishery departments of the Pacific states this winter by formal action of the Pacific Marine Fisheries Commission in its annual meeting in San Francisco.

Washington trawlers have a year in which to wear-out their old cod-ends and get new ones with minimum mesh 4½ inches stretched measure **between** knots. This is an order signed early in January by Robert J. Schoettler, Washington director of fisheries. It becomes effective for cod-ends Jan. 1, 1955.

The same mesh size eventually will be required for intermediate bags, but this change-over is postponed until 1956.

This mesh size is now required in California; and Oregon has a similar minimum except under certain conditions where boats are concentrating on ocean perch when smaller cod-ends are permitted to reduce the amount of gilling.

Phones for Shrimpers

Three Model ET-8044 FCA radiotelephones have been shipped to Mexicali, by Shepherd Marine, San Diego, for installation in shrimp boats, the **Ozzie Boy, Pancho** and the **Tapatio.** To another Mexican shrimp port, Topolobampo, have been sent four Model ET 8037 RCA radiotelephones. These units will be installed in boats operating for Pesquera de Topolobamp, S. D. R. L. Shepherd Marine handled this transaction.

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Harbor Union Elects

Mrs. Esther Cooper of Aberdeen was elected president of Grays Harbor Cannery Workers local 1754, CIO, during a meeting in Aberdeen December 4. She succeeds Mrs. Delfie Martin. Mrs. Agnes Downing was re-elected secretary-treasurer and business agent. Other officers are Mrs. Sophie Ziegler, vice-president; Mrs. Gladys Weatherman, three-year trustee, and Mrs. Hazel Gordon, sergeant-at-arms. The executive board is composed of H. D. Weatherman, Carl Johnson, Mrs. Bonnie Hale, Mrs. Bessie Restau and Mrs. Laura Shapansky.

Members of the union work in fish and seafood processing plants.

Crab Buoys are Rated Menace to Navigation

The U.S. Army Corps of Engineers is warning Washington crab fishermen against placing crab pots on the Grays Harbor bar within limits of the navigation channel. The Corps says it counts such buoys as obstructions to navigation, which makes the placing of pots in the channel an illegal act.

Don't do it any more.

TWO BROTHERS, Capt. Vincent Yelusich's 74' purse seiner, shown here, has been repowered with a Union diesel rated 200-hp. at 500 rpm. The new propulsion unit is fitted with sailing clutch, permitting it to be used for various auxiliary power purposes such as driving winches, driving anchor windlass, pumping water and performing other duties aboard ship. A non-magnetic Union pilothouse control stand has been installed making it possible to control the vessel from the pilothouse by one man.

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In Gloss, Semi-Gloss and Semi-Flat Finishes
Smoother, longer-lasting, resists discoloration by gases and fumes

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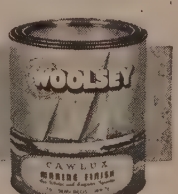

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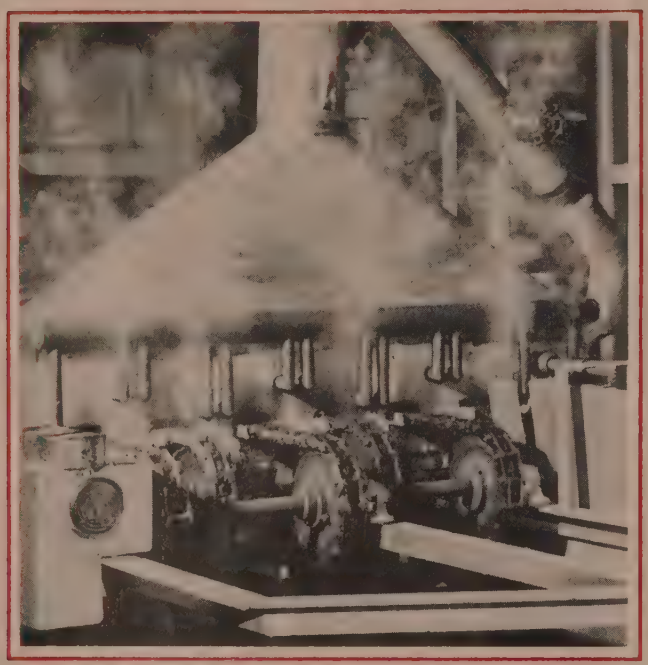
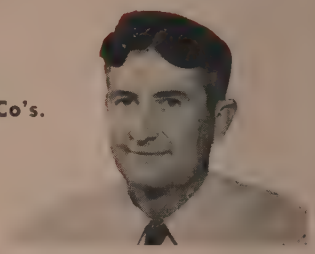


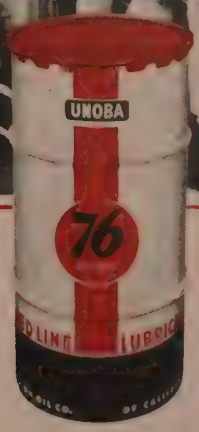


Glenn H. Copeland, general manager of Van Camp Sea Food Co's. San Diego Cannery.

"We have found in particular that live steam, and the boiling water used in our clean-up operation after completing a pack do not destroy UNOBA'S adhesive film of protection.

"For the past six years we have used UNOBA grease throughout our San Diego cannery. During this time multi-purpose UNOBA has proved to simplify our lubrication problems in addition to providing economy of operation."

UNOBA is the ideal lubricant for cannery use because its multi-purpose characteristics provide protection against the conditions of heat, friction, steam, water and salt-corrosion to be found in every cannery. Ask your Union Oil representative to show you how UNOBA can be profitably applied to *your* operation, too.



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Moss Landing — Monterey Bay

The two masted sailing vessel **White Hart** tied up in Moss Landing for a brief stopover from her home port Victoria, B. C., to San Diego. Owned by Tony and Bridget Reeves, who fished salmon the last two seasons, the ship was built in the Grand Cayman Island in the West Indies by the Reeves and sailed to Victoria in 57 days.

The **White Hart** will head northward again in time for the opening of the salmon season there in March.

* * *

Fishermen forced to anchor in Half Moon Bay while working in that area have dreaded the trip in due to lack of protection from the winds.

The Pillar Point breakwater, long sought by the community, moved one step nearer when the San Mateo County Harbor Commission announced they had completed negotiations for purchase of land for the pier anchorage and parking facilities at the harbor. The commission has $400,000 available as its share for harbor improvement when the project is set. The federal appropriation of $5,000,000 is still waiting approval for construction of the breakwater.

* * *

"Slim" Cruse has been home for a couple of weeks from Santa Barbara where he has been halibut fishing on the **El Capitan.** Some of these "barn door" halibut run up to fifty and sixty pounds, reports "Slim." There has been little of this good fishing though, and he is anxious to get back to Monterey bay.

* * *

More boats are winter moored in Moss Landing this year than ever before in the history of the port. Several families are living aboard their boats. The Lloyd Hundwins are making their home on the **Centennial,** Harriet Coffill has set up housekeeping on the **Harriett Mae** while her husband Don is in Seattle, and John and Esther Martinsen are on their **Isis.**

* * *

The only crabs brought into Moss Landing are being caught by Stanley Galarce on his boat **G. L. P.** The Monterey bay crab is exceptionally fine in texture and flavor and Stanley finds a ready market for them.

* * *

Jack Norman and Art Erwin on the **Croaker** are going deep for the good catches of black cod they've been bringing in. "Over 400 fathoms," said Jack, "and that's a long way down."

* * *

Another boat changed hands when the **Inez D.** was purchased by George Van Syckel and James Gaston of Salinas. Thomas Khamis and Billy Bishop of San Jose were the former owners of the boat.

A number of fishermen left Moss Landing during December to spend the holidays with their families. Jack Mandy of the **Rujac** left for Whittier, Calif., to be with his father and daughter. Perry Barnes headed for Hemet, where he will be with his mother for a visit. "Tex" Holdridge and his wife Doris of the **Dorothy V.** are leaving soon for a trip to Texas. The Lloyd Hundwins of the **Centennial** drove to Seattle for the holiday season.

* * *

Roy and Babe Johnson of the **Christe II** have returned from Panama where they helped Roy's brother ferry a tuna clipper around to San Pedro. The Johnsons were in Moss Landing to wish their friends here happy holidays and then went on to Long Beach to visit Roy's mother.

* * *

Captain Don Wright and his wife Dee were visitors in Moss Landing recently from their home in Minneapolis. Don was one of the original partners of Moss Landing Maritime Associates and responsible for construction of the Union Oil Co. float and pier. He is now marine superintendent for Cargo Carriers, Inc., midwestern company operating fleets of boats carrying grain, molasses, paper and many other cargoes throughout the country.

"Plymouth's my line"

". . . I use Plymouth Ship Brand Manila in my fishing operations, and find it does a good job. It works well, is easy to handle and, with proper care, lasts a long time. I am pleased to recommend it to other fishermen who are looking for a quality manila . . ."

(signed) John Overbo, Owner and Skipper, "Pacific," Seattle, Washington.

Whether you fish in the Pacific, Atlantic, Gulf, or Great Lakes, there's a Plymouth rope engineered for your specific needs.

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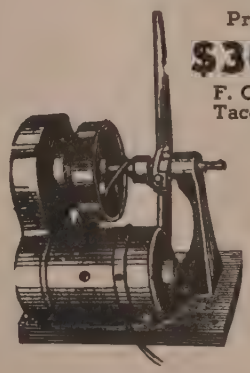

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LINES and LEADERS

New C. J. Hendry Marine Store Serves San Diego

Boat owners and dealers alike will be interested in the many new features incorporated in the new C. J. Hendry marine store in San Diego. It is part of the enormous and far-sighted development around "Shelter Island," a protective isthmus about a mile long and 300' wide. This "island" is now connected to the mainland by a half-mile causeway, and provides shelter for over 3,500 boats of all sizes and types. The new Hendry store is located where the causeway joins the mainland, and also has water frontage. A half-acre of hard-top parking area is provided for customers.

The building itself is modern in design, with a total length of over 150'. Glass in the show windows slants in toward the bottom to eliminate glare and gives excellent visibility of the entire retail area from the outside. A wing houses the large warehouse area. A novel feature is the tower, which serves two purposes. On the store side, its height permits the display of sailboats with their masts, and on the warehouse side, it permits the storage of various 20' items in near-vertical racks.

Previous to the opening of this new location, Hendry had expanded by adding various stores and warehouses throughout the city. With all operations now under one roof, much faster service can be given customers.

C. J. Hendry distributes ship, fishing, yacht, boat, and related marine equipment in its San Francisco, San Pedro, and San Diego outlets; Alan Gray is manager of the new San Diego store.

Small, Efficient Wheel-Puller

Michigan Wheel Company has recently placed on the market a small, and what is claimed to be, a very efficient wheel-puller. The manufacturers claim that it will quickly remove any propeller frozen on the shaft, from the smallest outboard to wheels 20" in diameter.

The body of the puller is of propeller bronze and, therefore, highly corrosion resistant. Its small size and light weight make it a very desirable accessory to have on board. The manufacturers expect to add a larger model to the line in the near future. Complete details may be obtained from any Michigan Wheel dealer, or by writing to the Michigan Wheel Company, Grand Rapids 3, Michigan.

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BERTH 206 TERMINAL ISLAND CALIF.

New Nassau Plant For Sperry Marine Systems

Organization of a new Marine Division of the Sperry Gyroscope Company, to be located in a new modern plant at Roosevelt Field, L. I., is announced by C. M. Green, Sperry executive vice-president and general manager.

John L. Hammond, formerly director of commercial sales, has been appointed as manager of the Marine Division and plant. Planned separation of marine from other work, Green said, brings two advantages:

While decentralizing some of the critical output now concentrated at Sperry's main plant at Great Neck, N. Y., the move also brings about more unified direction and control of presently widespread operations in marine engineering, research, development and product design, manufacturing and assembly, deep-sea testing, field servicing afloat and ashore, and marine industry sales.

Construction of a modern factory building is nearly complete, and is expected to permit the start of actual production at the new location early this year, probably in March.

More than 200 Sperry employees presently engaged in marine work will be transferred to the new facility. Work is now in progress for tooling up the plant to handle light manufacturing and complete assembly of marine compasses and Gyropilots, steering systems, rudder angle indicators and associated marine products.

For deep-sea, all-weather testing and research Sperry's seagoing "laboratory" ship, the 101-foot diesel-electric **Wanderer** will continue operations from its present base at Oyster Bay, L. I. A large marine engineering staff, now located at the main plant, will transfer to the new location with complete experimental laboratories for basic marine research and development, as well as extensive product design.

Concentration of the larger part of Sperry's marine activities in a more compact, flexible unit is expected to result in wider application and more general availability of fundamental navigating aids, steering systems and other controls, for commercial and civilian vessels of every size as well as continued development and production to meet U. S. Navy and other military requirements.

National Supply Opens New Sales Quarters in Vancouver

National Supply Co. has opened its fine new quarters in Vancouver, B.C., at 1835 Georgia Street West, in the heart of the Coal Harbor waterfront community. This picture was taken in the spacious sales and showroom. Jack Alger has been manager of National Supply Co. since the company took over the Atlas engine business and he was with Atlas in Vancouver for the previous 17 years, ever since it first established in the Vancouver seaport.

White Features Sounder

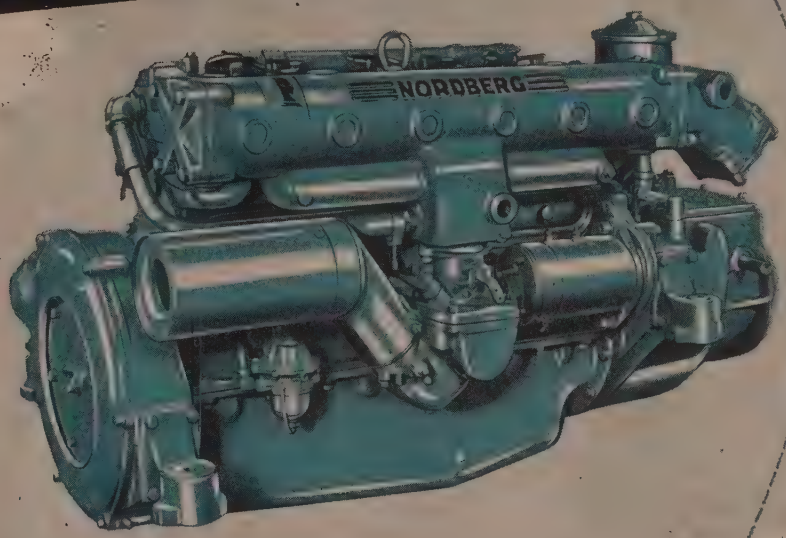
Wilfrid O. White & Sons, Inc., of Boston, New York and Baltimore, is introducing its new 100-fathom Model "C" SurEcho Depth Sounder. Its outstanding features are increased sounding capacity, greater readability, ruggedness and reliability. Under normal conditions the transducer performs satisfactorily when mounted in the bilge of the boat and can thus save haul-out expense at installation time.

Russell H. Johnson, a special representative in Caterpillar Tractor Co.'s western sales division at San Leandro, Calif., for the past year, has been promoted to district representative with headquarters at Portland, Ore.

presenting the **new**

KNIGHT

*One-Fifty-Five**



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This premium engine easily develops a full 155 horsepower at a conservative 3200 RPM and has plenty of reserve horsepower for the "pinches". This desirable horsepower-RPM ratio has been developed through extensive marine research and operating tests . . . and has resulted in an engine that is smooth, quiet, and simple to maintain . . . and will deliver its full power on regular automotive grades of gasoline.

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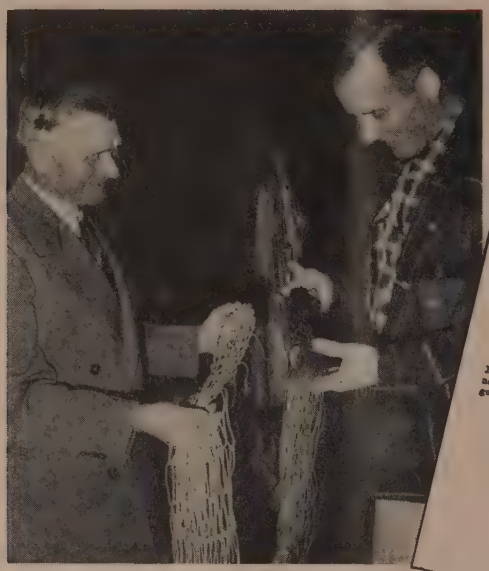
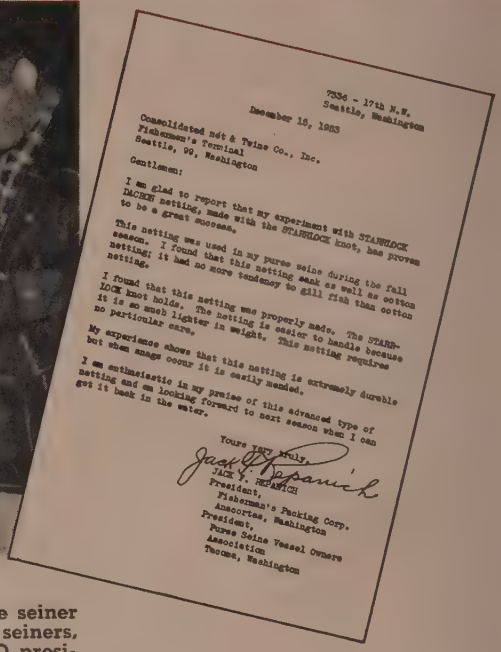
MADE FROM STARRLOCK DACRON





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Seattle, Washington
December 16, 1953

Consolidated Net & Twine Co., Inc.
Fishermen's Terminal
Seattle, 99, Washington

Gentlemen:

I am glad to report that my experiment with STARRLOCK DACRON netting, made with the STARRLOCK knot, has proven to be a great success.

This netting was used in my purse seine during the fall season. I found that this netting sank as well as cotton netting; it had no more tendency to gill fish than cotton netting.

I found that this netting was properly made. The STARRLOCK knot holds. The netting is easier to handle because it is so much lighter in weight. This netting requires no particular care.

My experience shows that this netting is extremely durable but when snags occur it is easily mended.

I am enthusiastic in my praise of this advanced type of netting and am looking forward to next season when I can get it back in the water.

Yours very truly,
Jack F. Repanich
JACK F. REPANICH
President,
Fisherman's Packing Corp.
Anacortes, Washington
President,
Purse Seine Vessel Owners
Association
Tacoma, Washington

Captain Jack F. Repanich, left, skipper of the seiner "Locks" and one of the best known purse seiners, compares netting with Bob Lewis, CONETCO president. Repanich holds a sample of the old heavy type netting while Lewis holds the new lightweight dacron net.

STARRLOCK DACRON Netting is the newest and best purse seine netting yet developed. It requires less care, hangs better, works easier and is tough and durable. The substantial decrease in weight of netting makes it a better working net.
"STARRLOCK DACRON Netting is your assurance of better gear in the modern manner"

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STARR NETS

LOWER CALIFORNIA FISHERIES ASSOCIATION TABLES—Top row, left: Mr. and Mrs. Fred Holmes; Mr. and Mrs. Anthony Salmon; right: reading from the left—Mrs. Vincent McCaffrey, Mrs. P. E. McCaffrey, F. R. DuPont, Mrs. S. R. Murphy, Barbara Camillo, S. R. Murphy, Mrs. F. R. DuPont, Vincent McCaffrey and P. E. McCaffrey.

Middle row, left: Mr. and Mrs. Philip Malavenda, Mr. and Mrs. Dick Vickers, Mr. and Mrs. Logani, Mr. and Mrs. Fred Bregante; right—men, left to right, with wives opposite: Dominic DePietri, Thomas Bagalini, Richard Kendall and Victor Bregante.

Lower row, left: Mrs. John Ghio, Mr. and Mrs. Charles Strada, Miss Norma Ghio, Bill Kelly, John Ghio; right, Louis Massa and Lazaro Massa and their wives.

L.C.F.A. Opens 1954 With Gala Celebration

Well over 100 members and guests attended the annual dinner dance of the Lower California Fisheries Association at the San Diego Club early in January. This organization includes within its membership owners of tuna clippers of the Italian-American tuna colony at San Diego.

Official host was Anthony S. Chiappe, president, who has served the organization in that capacity for many years. Absent, because of business in San Francisco, was the popular Joe J. Camillo, business manager since the association was started.

Announced as officers to serve during 1954 were: Mr. Chiappe, president; John Zolezzi, **Lone Wolf** and **Morning Star,** vice president; P. E. McCaffrey, secretary; Julius Zolezzi and Anthony Bregante, directors. Also missing, fishing at sea, was Director Larry Canapa.

New officers to serve the Lower California Fisheries Association, an organization of Italian-American tuna clipper owners, during 1954. Left to right: Anthony S. Chiappe, president; John Zolezzi, vice president; P. E. McCaffrey, secretary; Directors Julius Zolezzi and Anthony Bregante. Absent were Director Larry Canapa and Business Manager Joe J. Camillo.

. . . facing facts

TODAY, two jobs face the canned salmon industry. Salmon runs must be rehabilitated Production costs must be reduced.

To do this, sound fishing regulations must be carefully worked out to the best interests of the **entire** industry. Expensive duplication of effort and equipment must be eliminated.

As always, Pacific American Fisheries stands ready to meet the challenge of the day, and to assume its share of leadership and responsibility in solving these major problems. Working together, we can return our industry to its rightful status—a profitable operation with a sound future.

The fact remains that canned salmon has always been a great economy food. Today, the industry must "face facts"—and work to keep it so.

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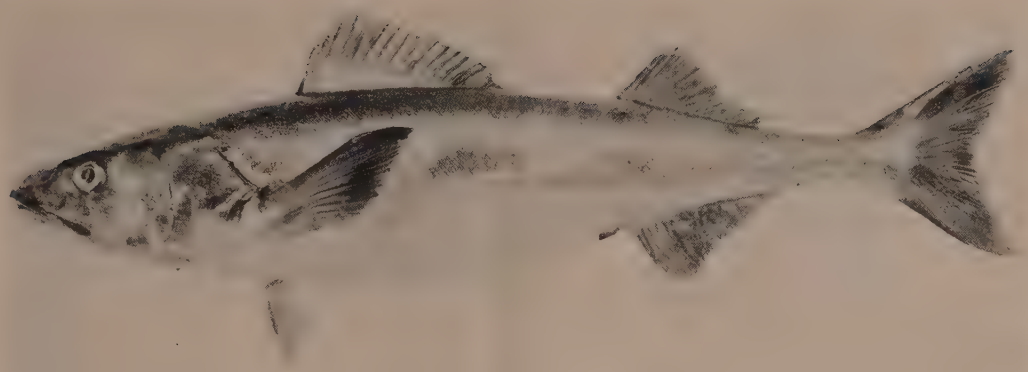
Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham



Here's a Sablefish - How Do You Measure Him?

What's the best way of prescribing limits for sablefish which will approximate a 3-lb. fish, will impose no serious handicap on the fishermen at sea, and at the same time will provide a measurement which the enforcement officer can apply when the headless fish are landed?

That's something which the Pacific Marine Fisheries Commission would like to know.

It's something which the fisheries department of the three Pacific states are going to talk over with their fishermen and advisory board members.

Furthermore, it's something on which the commission can be expected to take action at its next plenary meeting, which probably will be held next fall in Oregon.

This matter of uniform minimum size for sablefish was one of the principal topics discussed at the San Francisco meeting of the Tri-State commission this winter. Data from the biological staffs of the states indicated that the sablefish populations are rather resident in their character, and that migration is a relatively small factor in this species. In other words, limitations imposed by a state on the size of fish landed by its fishermen generally would protect resident stocks of fish off its coast.

There was plenty of data also to show that the sablefish could do with a bit of protection, as abundance shows definite signs of decline.

Overall length was not regarded as a satisfactory basis for measurement as the head of the fish is removed in dressing. At the same time, it is not practical to weigh the live fish at sea. Suggestion was made that the minimum for sablefish be based on measurement from the front of the first dorsal fin to the fork of the tail.

Studies are to be made by the staffs of the several state departments to determine the proper length measurement of this sort for a 3-lb. sablefish.

Likelihood is that this will all be worked out before the next meeting, and that a uniform minimum size limit for sablefish can be looked for shortly afterward.

Left, Louis Vitale, in whose Los Angeles Smoking & Curing Co. is installed the first Benoit electrostatic smoker for fish. Right, Leo Benoit, who developed the machine in cooperation with Mr. Vitale. Mr. Benoit has recently organized his own company, known as Electronic Smoking & Curing Co. of Burbank, Calif., in association with H. E. Hopp and Lee F. West.

John C. Veatch, chairman of the Oregon Fish Commission, was elected chairman of the commission for 1954, with Richard Croker of California vice chairman and Robert Schoettler, Washington director of fisheries, as secretary.

Van Camp Dealing For West Coast Firm

Sale of the West Coast Packing Corporation, San Diego to Van Camp Sea Food Company was practically complete at presstime, although the latter's offer to purchase had not been formally accepted by West Coast's stockholders. The deal involves both the San Diego cannery and Long Beach property.

Van Camp had offered $1.03 for each preferred share and $3 for common stock, with 100% of each class of stockholder required to agree on the sale. It was understood the total purchase price would be around $325,000, with $296,000 payable in five years with 5½% debentures.

Columbia Crab Fishing Fair For Winter Days

With about 15 boats working the area regularly, very fair crab fishing was reported into the early part of January southward from the Columbia River entrance. These 15 boats were delivering to Astoria and Warrenton. At Ilwaco, Wash., the Keystone Packing Co. was canning crab.

Principal Columbia River buyers at the time were reported as San Juan Fishing & Packing Co. and Point Adams Packing Co.

Columbia River Packers Association and New England Fish Co. both were reported active in crabs, but the former was doing most of its buying at Coos Bay and the latter at Yaquina Bay.

Ruling price was 11c per lb., ocean run.

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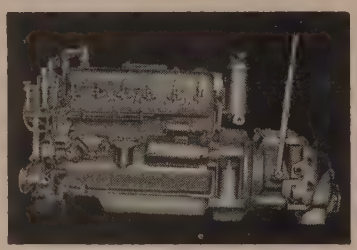

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D6 80-100 H.P. marine diesel . . . new series of 6-cylinder engines . . . displaces 300 cu. in.

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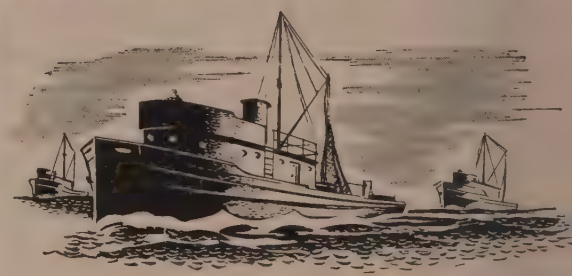

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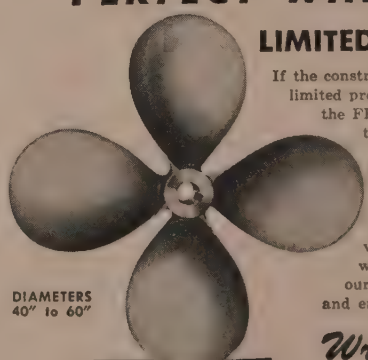

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GRAND RAPIDS, MICHIGA

The sweet turn of speed evident in this photo of Captain Dick Anzulovich's "New Queen" comes from a supercharged Caterpillar marine diesel. The 72' Canadian salmon and herring seiner was built by Harbor Boatyards, Vancouver.—Wishart photo

Quality Held Key Point In Fillet-Tariff Controversy

Referring to the Tariff Commission hearing on the groundfish fillet "peril point" tariff petition, I think that many miss the main point with reference to relief for domestic producers and fishermen. It would seem to the writer that we would be working in reverse if we would attempt to prevent those who are close to fishing grounds from shipping their frozen products to the United States for the express purpose of permitting our fishing boats to go farther away from our ports and bring back fish which of course, of necessity, would have to be much older and poorer in quality. Those in opposition to the limited quota, opened retail packages of perch fillets before the commission and these packages were bought at random in the Washington stores and were not marked with the processor's name. In one package there were eleven fillets for one pound and in another package there were thirteen fillets for one pound.

I for one do not think it reasonable for our producers or fishermen to expect to take small perch less than three years old or younger than the age at which they would multiply and still having a fishing industry in the future. If the industry is to survive they will have to take means of getting only the larger fish, permitting the small ones to grow up and reproduce or we will have no fishing grounds at all.

The real reason that Canada, Iceland, and Norwegian countries have been able to capture the distributor's and broker's fancy is because of the premium quality which they produce. Until our domestic industry makes up its mind that they cannot sell poor quality fish to the American public, the sooner they will begin to re-capture some of the business they have lost, and at prices that do not show a loss to all of those in the industry. Therefore, I think that one of the main reasons for the failure of domestic fishermen and producers to receive consideration from the Tariff Commission is because they have failed to clean up their own mess and are now asking for the same relief they asked for two years ago. They have not improved their condition since that time and therefore their case remains relatively the same.

By Miles Reinke
Reinke & Amende, Inc.
Los Angeles

While it is true that the Pacific Coast presented a straightforward case, yet there is still much to be said with reference to the industry in the Pacific Northwest. The fishermen still are not willing to bring in fish that have been bled immediately after catching so that the quality of the fillet will be first-class when it is actually processed and frozen. A fine example of this was shown by the fact that they reported to the Tariff Commission they were unable to get more than 7.4c per pound for ling cod in Oregon and Washington. Certain producers in Canada have been producing live-box ling cod and selling at 14c to 16c f.o.b. Vancouver for the last two years. It must be remembered, however, that this particular fish is cleaned while it is almost alive and shipped immediately. In other words, they keep the fish alive after catching it on hook and line until they are ready to process it. It is not necessary that this be done in all cases, but it is absolutely necessary to bleed the fish and remove the entrails at the earliest possible moment in order to preserve the fillet so that it will be fit to use either frozen or fresh at a later date.

Many of the processors think they are shipping good fresh fillets from the Pacific Northwest to Southern California, but if they were obliged to see or eat the unfrozen fish that we do after a transit time of two or three days they would fully realize that they are actually decreasing their business because the public has no stomach for fish of this kind. It is the writer's belief that too little has been brought to light among the producers and fishermen for the good of all in the fishing industry.

Chas. Turner President Of Northwest Salmon Men

Charles P. "Chuck" Turner, vice president and general superintendent of the Kadiak Fisheries Co. and the Chignik Fisheries Co., was elected president of the Northwest Salmon Canners Association for the term starting with 1954. He had been vice president for the past year.

Jack Brennan of the Haines Packing Co., who had discharged the office of secretary-treasurer for several terms, advanced to vice president and Joseph R. Fribrock of the Snug Harbor Packing Co. became secretary-treasurer.

Trustees elected were: W. A. Estus, Cook Inlet Packing C.; Jack Lind, Alaska Year-Round Canneries Co.; Jack Hanover, Egegik Packing Co.; Clarence Payne, Ketchikan Packing Co.; William Coyne, Annette Islands Canning Co.; Henry Emard, Emard Packing Co.; E. E. Murray, Bristol Bay Packing Co.

7 Washington Canneries Packing Crabmeat

About 20 boats were supplying crabs at presstime to seven canneries operating crab-shaking and packing lines in the Grays Harbor area —two at Westport, two at Tokeland and three at Aberdeen and Hoquiam. One firm, the Kaakinen company, Westport, early in January was still trucking in crab caught off the southern coast of Oregon.

Tuna cutting general committee and judges—Standing, left to right: Gene Brockman, Continental Can Co.; Arthur Edwards, Robert Ferrin, American Can Co.; Robert K. Pedersen, general chairman; Bart C. Hackney, Hackney Inspection Service; Dr. Lional Farber, Hooper Foundation; Frank Parrin, Continental Can Co.; Robert Hallett, Hallett Inspection Laboratory. Seated, left to right: H. G. Clark, West Coast; Don White, N.C.A. Berkeley laboratory; George Courtney, Van Camp; William Hamm, Westgate-California; Gary M. Brenner, Star-Kist; Charles Linn, Hackney Inspection Service.

Tuna Packers Prove Product Improvement With Annual Cutting

Improved quality in canned tuna was reflected in samples displayed and judged in the recent third annual tuna cutting, sponsored by the California Fish Canners Association, and held at Long Beach. All members of the California tuna industry participated.

Working committees were formed under the general chairmanship of Robert K. Pedersen, Star-Kist Foods, Inc. Two active participants in preliminary work, helping to make the cutting a great success, Dr. Sven Lassen, Van Camp Sea Foods, Inc., and Roy H. Beaton, executive vice president, CFCA, were unavoidably absent. Herbert C. Davis represented Mr. Beaton.

Samples were collected during the year by a National Canners Association representative, who took cans at random from warehouse stocks in 18 California plants. They covered the four species of tuna: Albacore, Yellowfin, Skipjack and Bluefin; and samples of Tonno were also included.

The program started with the judging of samples by committees of cannery personnel chosen from management, quality control, production and sales departments. Samples were examined for appearance, cleaning, fill, amount of oil, color, texture, odor and flavor. Judges indicated "good," "fair" or "poor" qualities for these factors; results were tabulated and given numerical scores.

Following the judging, some 150 industry members from the various canneries, including in some cases floor women supervisors, were invited to view the display, consisting of the judged-can contents; a freshly-opened duplicate can, and the score given by the judges.

The NCA then gave a responsible person from each cannery a card identifying his own samples, the others remaining anonymous. It was noted the over-all average score for the 1953 pack was higher than last year's scores, the most marked improvement being in the Skipjack packs.

General committee, headed by Dr. Lassen, but with Bob Pedersen substituting, included: Dr. J. Russell Esty; G. H. Clark, C. B. Hackney, William S. Hamm, C. B. Stevenson, Dr. Lional Farber, J. Robert Hallatt and Donald G. White.

Following the tuna-cutting a luncheon was given by the CFCA, with James S. DeSilva, president, as host, and with Mr. Davis assisting. Results of the cutting were presented after the luncheon, with Joe Mardesich, Franco-Italian Packing Corporation, announcing for solid packs in all species; Jack Kramer, Van Camp Sea Food Company, Inc., chunk packs; and John Xitco, High Seas Tuna Packing Company, for grated in all species.

In addition to the appraisal of samples at the cutting, duplicate samples were tested at the NCA laboratory at Berkeley. Here tentative methods of analysis developed for the forthcoming Food and Drug Administrator tuna standards were applied.

Data was obtained on the amounts of total net weight; weight of pressed fish, oil, natural juices, acetone insoluble solids (essentially a measure of protein), salt, vacuum and headspace. Dr. Lionel Farber of the Hooper Foundation, University of California, determined volatile reducing substances of the samples. (This is a yardstick of the condition and quality of the fish.)

Principal speaker at the Long Beach luncheon was Dr. Roger Revelle, director of Scripps Institute of Oceanography, La Jolla, whose subject was the world beneath the ocean's surface. His talk was supplemented by a color motion picture employing under-water photography.

Fishery Dept. Employe Drowned in Service

The body of George Brownlie, 52, state fisheries department employe drowned in the Grays River in December was found by Steelhead fishermen later that month about 1½ miles downstream from where he had gone into the water while attempting to rope across stream in a rubber boat.

SCIENCE AND INDUSTRY AT THE TUNA CUTTING — Left to right: Dr. J. Russell Estay, National Canners Association; Jack Hammer, Rudy Kubias and Lincoln Smith, California Bureau of Cannery Inspection; Herbert C. Davis, representing C.F.C.A.; executive vice president Roy H. Beaton; Jaames B. DeSilva, president, California Fish Canners Association; Robert K. Pedersen, cutting general chairman.

PRODUCTION MEN AT THE TUNA CUTTING—Left to right: Ben Nicholson, Franco-Italian; John Zitco, High Seas; Cliff Yoemans, Coast Fisheries; O. Hara, Pan-Pacific; Donald Arthur and Harold Cleary, West Coast; Y. Sakimoto, Pan-Pacific; T. A. White, High Seas; Roy Johnson, Van Camp; Andy Trutanich, Louis Bogdanovich and Joe M. Bogdanovich, Star-Kist.

Herring Pumps Installed By Canadian Plants

Nelson Bros. Fisheries and Canadian Fishing Co., both of Vancouver, B. C., recently installed the 8" Yeomans fish pumping system for herring at their Steveston plants at the mouth of the Fraser River.

During the herring season boats were being unloaded at the rate of 100 tons per hour, and discharging unblemished fish onto a wire conveyor belt 40' above the water.

Nelson Bros. also have a 10" Yeomans system operating at their Port Edward plant near Prince Rupert, discharging the herring onto a wire conveyor 75' above the water at better than 160 tons per hour.

Sales and servicing of these pumping systems were handled by Grove Processing Equipment, Ltd., Vancouver.

Pyramid and S. & P. Sales Firm Move

With the first of the year Pyramid Fisheries Co., Inc., Frank Wright, Jr., president, and the S. & P. Sales Co., Philip T. Carmichael, president, moved their offices from the Exchange Building, Seattle, to 267 Colman Building, Seattle 4.

FCA Sees Success For Fishermen's Facility

John Real, manager of the Fishermen's Cooperative Association, San Pedro, reports that the prospects are good to achieve a $2,000,000 development of Fisherman's Slip by this coming summer. The Association has asked the Harbor Commission to dedicate permanently the berth 72 area to the fishing industry by laying out a long-range improvement program and replacing or reconstructing the old timber wharf. If this plan goes into effect, the Cooperative will build a $150,000 net locker this coming summer, Real reports.

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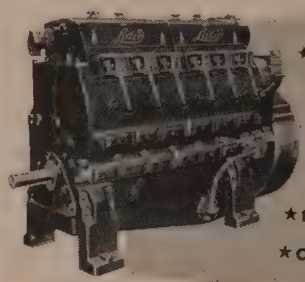

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FOOD FISH MARKETING
Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

February 1954

Canned Tuna Price Rise Due to Follow Fish Jump

Increase in Southern California prices for Yellowfin and Skipjack tuna in the round, up $30 per ton, is expected to advance wholesale quotations around $1.00 per case, and to be reflected in a general hike of 2c per can at consumer level. The increase went into effect January 1, and applies on all raw tuna delivered on and after that date. Around 75c per case will apply on the raw fish itself; balance on plant, brokerage and incidental expenses.

The year 1953 closed with tuna production showing an unofficial increase of 200,000 cases over the previous year, due entirely to increased imports of fresh and frozen tuna and tunalike fishes.

Total production for California during 1953 was—again unofficially—8,245,000 cases, against 8,043,566 cases in '52. California imports of frozen tuna, round, in loins, fillets, etc., amounted to 24,000 tons, all species, compared to 15,888 tons in 1952.

As the year ended there were many tuna clippers in San Diego and Los Angeles harbors, with crews home for the holidays and holds waiting to be unloaded. Estimates were there were nearly 90 hook-and-liners in port, with some 16,000 tons in refrigerated holds.

News in early January was that fishing was fairly good at tropical banks and that vessels were loading up. If so, that it was possible January might see 1,000,000 cases packed, largest early season pack in years.

December produced around 525,000 cases total. The carryover into 1954 was estimated at 2,000,000 cases in first hands, and packers welcomed a good early pack to tide them over the Lenten season, particularly in view of the fact the Japanese had placed a voluntary quota upon themselves to send to this country no more than 4,000 tons of frozen tuna to March 31, it was reported.

Halibut Price Advance Reflects Frozen Fish Inventory Strength

Reflecting a strong inventory position, regionally, commodity-wise, and nationally as well, frozen halibut prices moved-up during the holidays and by presstime in January Seattle marketers all had advanced their quotations 2c over those of the month before. This brought a breather, but the marketwise felt sure that further advances were coming and could be expected before Lent.

"We're only now at the break-even point," said one of the leading halibut merchants. "Our pricing was too cheap at the start. We know that now. The low quotes moved an awful lot of halibut, but they were unprofitable and should never have been made.

"Going into the new year we found American halibut holdings substantially below the usual first-of-January levels. The Canadians are a bit better supplied, but halibut the country over is fully 3.25 million pounds under even date last year.

"Moreover, this is a prevalent condition throughout the major frozen fish items. Cod is particularly short, imports have been low; and Atlantic production by the domestic fleet has been scanty despite the open winter they've had thus far. It's a question of reduced supplies and firming prices. Only this morning the Pink Sheet showed haddock selling in Boston at **20c per pound.** True, that's only for a little, and this is 'winter North Atlantic' when fresh fish prices of necessity ride higher."

Mid-January basic halibut prices, basis of minimum carloads, fob., Seattle for fish of standard quality, were:

Grade	Cents
Chix	22
10-20s	24
20-40s	25
40-60s	26
60-80s	28
Whales	27

Volume and Price Of Shrimp Stronger

Mexico's Pacific shrimp fishery continued to show improvement over the previous year as 1953 ended. Dcember, 1952, produced only 1,900,000 lbs. for export to this country whereas December just passed saw 4,000,000 lbs. cross the international border.

For the half season, which began August 1 last year and will end officially July 31, the production of shrimp, most of it sharp-frozen and layer-packed, had reached almost 14,000,000 lbs. as against 8,500,000 lbs. for the same period of the 1952-53 season.

Wholesale prices, F.O.B. west coast, for layer pack, premium brands, which had reached all-time highs during early 1953 were steadying down as 1954 started. Under-12 was quoted at 95c per lb.; under-15, 90c; 16-20 at 88c. The largest count, 43-65 was offered at 48c per lb.

E. H. Anderson Acquires Hamlin-Halferty Firm

E. H. Hamlin Associates announces the purchase of the physical assets of Hamlin-Halferty Seafoods, Inc., effective as of December 1, 1953. The firm will carry on a canned seafoods brokerage business at 218 Mutual Life Building, Seattle, according to E. H. Anderson, owner.

Seattle Market

Prices openly quoted at press time of this issue, fob. Pacific terminals.

Alaska Red, 48/1	$27
Alaska Red, 48/2	17-18
Medium Red, 48/1	20-19
Medium Red, 48/2	12-11.50
Pink, 48/1	18-18.50
Pink, 48/2	10.00
Chum, 48/1	14-13
Chum, 48/2	8.00
Chum, 4-lb.	15.00
King, 48/1	24.00
Sockeye, Puget, 48/2	17.50
Chinooks, fcy., 48/2	20.50-21

"INEVITABLE"-That's What They Say On Pink Price Rise

Pink salmon pricing appeared to be in the process of upward revision as this issue of **Pacific Fisherman** went to press. Some packers had already advanced. Other important factors said they were "studying" the situation, which they seemed to consider uncertain only from the point of timing.

"Inevitable" was the term which they commonly employed in discussion of the rising movement.

Talk with whom you would; sooner or later the word came up: "Inevitable."

The first movement came about the middle of December, with one of the leading factors announcing an advance a few days later from $18 to $18.50 on Pinks.

As this was written there was the sincere conviction in the reporter's mind that general Pink advance to $18.50 was near at hand; and that the movement **might** develop momentum which would carry it to $19.

Whence Comes Strength?

Whence this show of strength? Small pack, of course. Active early movement in response to the $18 price despite scarcity. Inescapable conviction that the 1954 production also will be short.

What about Canadian imports? Won't they readily flow-in to fill the demand for Pinks? Not necessarily. There is a growing impression that the import movement which has been in process for months has accounted for a good deal of the potential, and that the stock of suitable Pinks still available in British Columbia at the first of the year really was rather limited.

What about Chums? Won't a higher price for Pinks merely divert demand to Chums?

Possibly; but presstime opinion seemed to be that a price rise in Pinks would pull the Chum price up with it.

The Chum situation itself seemed rather firm. The $13 fall grade was about gone. Still quoted, true; but mighty little left. With the Chum stock confined essentially to standard goods, and not onerous stock, it seemed logical that any widening of the $4 spread between Pinks and Chums would exert sufficient leverage to lift the lower figure.

Chums stocks were short of a year before by a wide margin, because the Chum pack of 1953 was a lot less than the year before.

The "Certainty" of Shortage

What's all this talk about the "certainty" now that the 1954 pack of Pinks will be short?

In the first place, there won't be any 447,000 cases of Pinks from Puget Sound, as there was in 1953. The periodicity in Southern British Columbia is not as marked as it is on Puget Sound, but it's there just the same, and the even-numbered years are the low ones for Pinks in the Province.

Suppose Southeast Alaska **should** stage a comeback? Remember that the Fish and Wildlife Service is out to cut the fishing effectiveness by 50%. That of itself will keep the Southeast Alaska Pink pack lower —perhaps lower than ever. Prince William Sound will be closed entirely.

It all adds-up; and it all adds-up to a low pack of Pinks next season.

Seeman Bros. Prepare Move From Hudson St.

Seeman Bros., Inc., the old-time New York City wholesale grocery house which has sold shiploads of salmon under its "White Rose" brand almost ever since the beginning of salmon canning, and which introduced tuna to Father Knickerbocker nearly 50 years ago, is preparing to leave its location on wholesaling's traditional Hudson St.

Plans have been drawn and announced for a new warehouse and office structure to be built in the Bronx. The plant will have 250,000 square feet of warehouse space on the ground level, with offices on a second floor over a portion of the building.

Lobster Tail "Splits" Introduced by Stix

Robert L. Stix, head of Robt. L. Stix, Inc., New York sea products importer, and a former Seattle frozen fish sales manager, returned recently from a trip around the world announcing a new item in his line — "Baffin Brand" lobster tail "splits," which are divided lengthwise before freezing. They are packed in the most southerly plant of this sort in the world, and are offered as an answer to a problem in popularizing lobster tails.

there is no Finer Quality
OCEAN GLEN
PINK SALMON
PRODUCED AND DISTRIBUTED BY
WHIZ FISH PRODUCTS CO.
2000 ALASKAN WAY - SEATTLE 1, WASH.

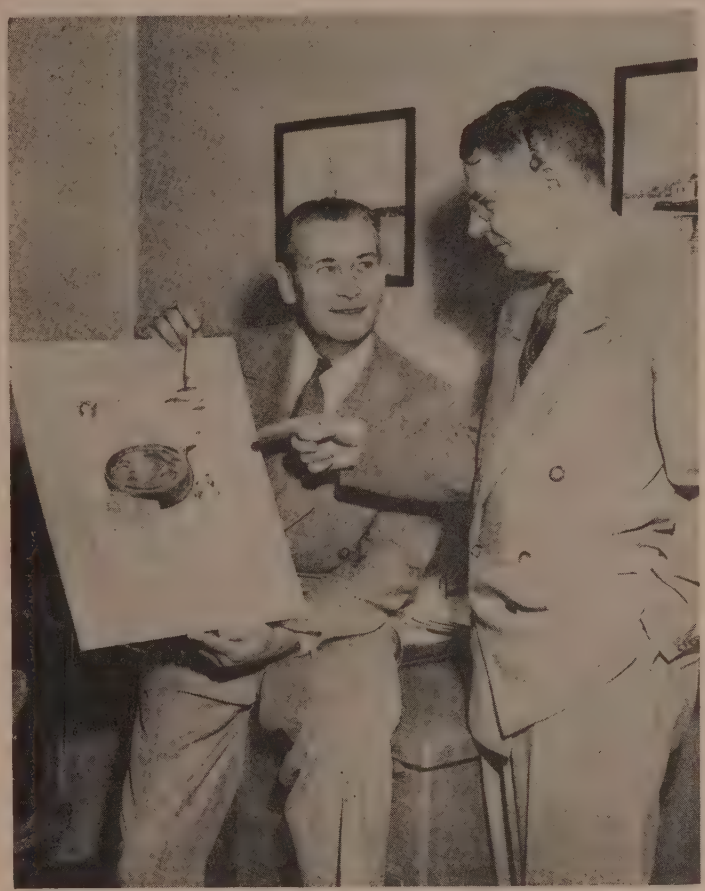
Canned Salmon's Spring Promotion Under Way

Although the main event of the 1954 Spring Salmon Promotion had no yet gotten under way, the weeks prior to presstime of this issue of **Pacific Fisherman** had produced an astonishing amount of support for salmon in the food pages of the newspapers and national magazines.

Those who follow these things closely, and who see a good many food pages and home magazines were inclined to feel that the salmon publicity had been excellent in volume, and far greater than usual.

All through February, leading up to Ash Wednesday March 3, there will be a steady flow of promotion, directed particularly at the 1954 Lenten menu-maker, the salmon-macaroni casserole, to the promotion and advertising of which Canned Salmon, Inc., the Pet Milk Co., Campbell Soup Co., Macaroni Institute, United States Steel Corporation and the Can Manufacturers Institute are pointing their efforts and financial support.

All-in-all, the intense drive will continue for a period of 10 weeks, beginning the middle of February and carrying-through until Easter, April 18.



STEEL LENDS A HAND—Vance F. Sutter, president, and L. A. Petersen, chairman of the executive committee of Canned Salmon, Inc., react to the advertising copy with which the United States Steel Corporation will support the salmon-and-macaroni joint advertising which highlights the Lenten promotion program for canned salmon and related foods.

Salmon and Tuna Sales Co. Moves

The Salmon and Tuna Sales Co., B. Lou Thrailkill and H. Ray Clark, principals, with the first of the year moved to new and improved quarters at 1018 Second Ave., Seattle 4. The telephone and teletype numbers remain unchanged.

Growth of the firm and its business required larger quarters than were available in the American Building, where the company has been since its organization. The new quarters are close-by, and thoroughly suitable.

Lester Mercer Dies

Lester H. Mercer, who for a number of years had been sales representative of Halibut Liver Oil Producers, Seattle, passed away on Christmas Day.

ROBERT L. STIX, INC.
CANNED and FROZEN FISH
Have You Tried?
Baffin Brand
Lobster Tail Splits
Write Us For Details
260 West Broadway, N. Y. 13, N. Y.
Tel: WOrth 2-7527 TWX: NY 1-625

C. F. BUELOW
COMPANY
INC.
Distributors
Alaska and
Puget Sound
Canned
Salmon
Crab Meat
and Northwest Tuna
Main 4464
Smith Tower, Seattle 4, Wash.

New "dinner" product currently being offered to the trade, believed to combine for the first time in an American pack salmon and noodles.

Wendt Introduces 'Dinner' Of Salmon With Noodles

Noodles and salmon were introduced to the American housewife with the New Year under "Pacific Pearl" brand, packed and distributed by Ivar Wendt, Seattle.

The product joins a growing shelf of fish "dinners", and is believed to be the first noodles-and-salmon combination packed and offered in the United States.

The product—which is prepared with Silver salmon—includes as well egg noodles, salmon broth, salt and monosodium glutamate.

It is priced at $5.30 per case of two dozen 15-oz. tins, fob. Seattle.

"Pacific Pearl" egg noodles and salmon label, by Schmidt Lithograph Co., presents some interesting variations. It divides into three panels, with the side panel dividing the front natural-color vignette, brand name and product designation from a large and attention-compelling blue panel containing several recipes.

The side panel is featured by two stubby arrows, one in green and one in yellow, pointing opposite ways and emphasizing the two distinct applications for which the product is offered—as a "dinner"; and as the principal element in a more elaborate recipe.

There are three such recipes shown on the can: one for a creamed dish; another a baked casserole; and the third a chilled aspic salad-type main course.

Mr. Wendt emphasizes the economy of the product, as it is quite condensed and firm, all recipes recommending the addition of at least a half-can of liquid. He expects it to have particular appeal during the Lenten season.

The Medium Red salmon used in the product gives it attractive coloration. Skin is carefully removed from the fish and it is divided into bits which are well distributed through the noodles, giving uniform flavor and avoiding stratification of the contents.

Dismal Note Marks Mackerel's Year-End

California's mackerel year ended on a dismal note, when only 194 tons was reported as delivered to Southern California plants in December, and 3,164 cases packed.

For the year, unofficial figures showed 1953 produced 29,889 tons, from which 593,365 cases were packed. In 1952 the catch was 82,878 tons; 1,558,057 cases.

Australia Buys Salmon From U.S.S.R.; Not B.C.

Australia bought some 2,686,000 lbs. of canned salmon from Soviet Russia during the 1952-3 trade year, ending last June, but only 115,000 lbs. from Canada, her commonwealth sister country.

The United States' canned salmon trade with Australia was negligible —327 lbs.

The predilection of Australia for the Russian fish came at a time when Canada had a heavy surplus of salmon for sale, and was seriously beset by the decline of its overseas markets.

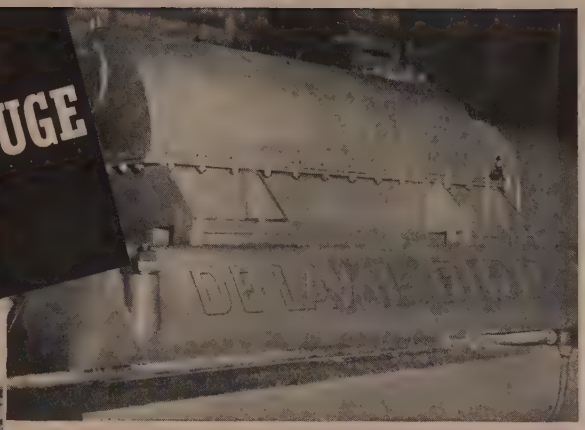
Southern California Canned Fish Markets

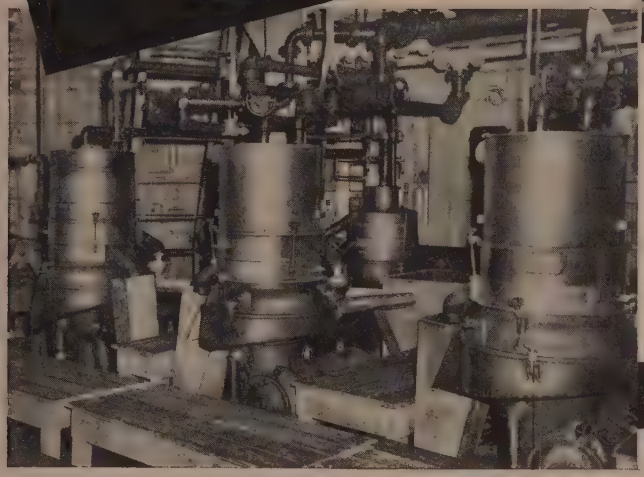
Quoted F.O.B. Pacific Terminals at Presstime

TUNA—	
Advertised Brands:	
White Meat, Fancy	$16.50-17.50
White Meat, Chunks	14.25-15.25
Light Meat, Fancy	16.50-16.75
Light Meat, Chunks	14.25-14.75
Light Meat, Grated	10.00-10.25
Private Label:	
White Meat, Fancy	$14.50-15.50
Light Meat, Fancy	14.00-14.50
Light Meat, Chunks	12.25-12.75
Grated	9.75-10.00
MACKEREL—	
Pacific, tall, nat.	$ 9.00
Jack, tall, nat.	8.50
SARDINES—No quotations.	
ANCHOVIES—	
5 oz. 100s t/s	$ 6.75- 7.75
Talls, 48s. t/s	7.60

WESTGATE-CALIFORNIA TUNA PACKING CO.
28th Street and Harbor Dr. San Diego, Calif.

ONE DE LAVAL-BIRD MEAL RECOVERY CENTRIFUGE IS ALL YOU NEED!





Use one De Laval-Bird Meal Recovery Centrifuge in place of 3 or 4 smaller centrifuges. They are available in sizes capable of handling 3,000, 6,000 and up to 10,000 gallons per hour of press liquor. They save space, reduce initial and maintenance costs. They achieve maximum recovery of high protein fish meal of low oil content. Hence, for the user they yield maximum profits per dollar invested.

THE DE LAVAL SEPARATOR COMPANY

Chicago POUGHKEEPSIE, N. Y. San Francisco

DE LAVAL

FISH OIL SEPARATORS

SAN JUAN BRAND

TRADE SAN JUAN COPYRIGHTED MARK

Producers of

Fresh - Frozen - Salt - Smoked - Canned

Pacific Coast Fish Products

San Juan Fishing & Packing Co.

Foot of Stacy St. **SEATTLE 4, U. S. A.**

Fishermen's
Packing Corporation

ANACORTES, WASH.

Canners of

PUGET SOUND SALMON

Our BRANDS

SOCKEYE
"Snow Cap"

COHOE
"Olympic"—"Snow King"
"Green Breaker"

PINK
"Ocean Spray"—"Waterfall"
"Ocean Blue"

CHUM
"Golden West"—"Golden Glow"
"Sea Diver"

Cannery: ANACORTES, WASH.

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All Grades :: High Quality :: Fair Prices

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PHONE: TUcker 1424

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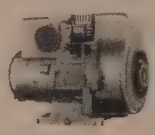
..There's an Onan Electric Plant the right size and type for craft of every size and purpose . . . shrimpers, trawlers, tugs, workboats of all kinds. They speed work aboard and save time by permitting use of electrical equipment such as bilge pumps, compressors, radios, pressure-water systems and floodlights. Smooth-running and dependable; compact and easy to install. Standard equipment on many new craft. 400 to 10,000 watts, air cooled, A.C., battery charging and dual-purpose units.

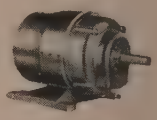
Model 5DRP—Two-cylinder, air-cooled Diesel engine. 5,000 watts A.C.

A Model to Fit Your Craft

Model 3DSP 3,000 watts A.C. One-cylinder Diesel.



Model AH 400 to 1,000 watts. One-cyl. gasoline.



Separate Generators 1½ to 60KW

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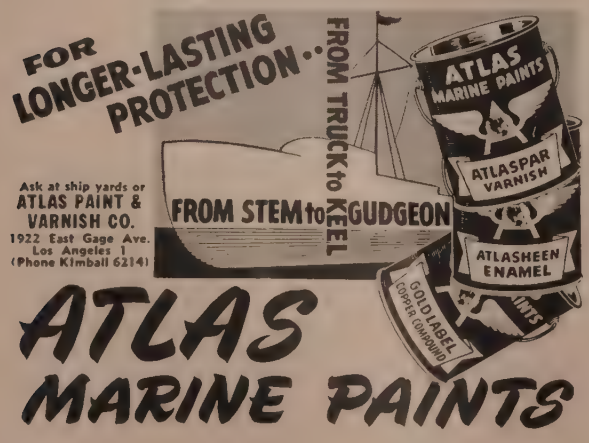
(Wash. & Alaska), **FREMONT ELECTRIC COMPANY,** 744 North 34th Seattle. (Oregon), **SPARKS & WILLS CO.,** 1624 S.E. Grand Ave., Portland, Oregon. (California & Nevada), **ETS-HOKIN & GALVAN,** 551 Mission St., San Francisco, Calif.; 218 N. Avalon Bldg., Wilmington, Calif.

Hitting on All "6"
"6" Aggressive Salesmen
Building Canned & Frozen Seafood
Brands in CHICAGO & MIDWEST.
Sales efforts second to none
for aggressive producers.
L. H. FROHMAN & SONS • Sales Agents
FOR CANNERS AND PACKERS OF FOODS
510 N. DEARBORN STREET
CHICAGO 10



NEW KAAR D-31 Direction Finder—

FEATURING:

- **NEW** easy to read tuning meter
- **NEW** built-in speaker
- **NEW** improved tuning circuits

WRITE FOR DESCRIPTIVE LITERATURE

KAAR ENGINEERING CORP.

PALO ALTO • CALIFORNIA

Fish Operators Resist Bell Street Ouster

Year-end move of the Port of Seattle to close-down the cold storage facilities at its Bell Street Terminal, Seattle, forcing the fish business centered there into a move to the Spokane Street Terminal or private facilities, brought better resistance from the firms and individuals threatened.

A committee composed of Robert Dignon of the Northern Products Corporation, George Burchard of Washington Laboratories, Gordon Davis of Oxenberg Bros., and John McCallum of the McCallum-Legaz Fish Co. presented the case of the fish business to the Port Commission.

Principal argument of the fish men's committee was that it is the empty transit shed and not the fish products cold storage which loses money for the terminal; and that facilities at the Spokane Street cold storage are utterly inadequate. They pointed to the very large need for space in connection with mild cured salmon operations; and showed that refrigeration to about 30° is provided very economically.

Decline in the tonnage of dry freight handled over the dock, rather than failure of the fish handling and refrigeration facilities to pay their way was offered as the real reason for the red ink against the Bell Street Terminal's account.

Ederer Net Manufacture Continues at Fast Pace

Ederer netting manufacture continues at full production, Howard C. Johnson, general manager, announced at the New Year. Production was temporarily halted for only 12 hours during the time Ederer became a division of The Linen Thread Co.

"All Ederer net orders are being shipped promptly and on schedule," Mr. Johnson says. He added that with Ederer now a division of Linen Thread Inc., he expects even better production and service because of the combined research and development resources. Mr. Johnson also made known that a completely new Ederer netting catalog is being printed and will be mailed shortly.

Al Allen Joins Wendt

Ivar Wendt, Seattle distributor of canned and frozen fish and shellfish, announced with the first of the year that A. E. Allen Jr. had joined the Wendt firm.

Mr. Allen is a graduate food technologist with a long connection in the salmon business, in which his father and grandfather before him were active on the Columbia River and in Alaska. He was for several years with Libby, McNeill & Libby, and also was manager of the Klawock Oceanside Packing from its organization until early 1953.

SOMETHING SPEEDY IN SEINE SKIFFS—A 17' 4" stock model, tunnel-stern seine skiff, designed by William Garden, Seattle, and built by Commercial Marine Construction Co. for Nakat Packing Corporation, which will use this craft with its Southeast Alaska seiners. The skiff runs at 20 mph. under the thrust of its Chrysler "Crown" engine, driving through 2.56 to 1 reduction. This engine was furnished by National Supply Engine Corporation, Seattle. The tunnel stern helps to keep the wheel free of the net. Note the bitt for towing and the stern roller for easy handling of the seine lead.

Babine Run's Recovery Shows Sockeye Resilience

The tremendous capacity for survival and recovery in the Sockeye salmon has again been demonstrated by the biological studies carried out during the past year on the Babine River, tributary of the Skeena River in British Columbia, which was severely blocked by a rockslide during the summer of 1951.

F. C. Withler of the Pacific Biological Station, Nanaimo, reporting to representatives of the industry and fisheries departments recently, said that in the spring of 1951 the station began to experiment with a method of estimation of the size of the Babine run by marking smolts (second-year salmon) at the outlet of Babine Lake and subsequently recovering samples of the run at a site some 8 miles downstream. Though difficult to perform, this method of estimation proved promising and is being continued.

"We can now demonstrate," says Dr. Foerster, "the relationship between the potential egg depositions of 1949, 1950 and 1951 and the resultant smolt runs of 1951, 1952 and 1953. What becomes apparent is the fact that, although the 1951 **adult** Sockeye run was reduced to one-third those of pre-slide years, the number of **smolts** resulting is about two-thirds the smolt runs of pre-slide years.

"The tentative conclusion must be that the natural resilience of salmon populations when subjected to stress is tending already to alleviate the inroads made by the Babine slide into the valuable Babine Sockeye run. With similar information from the 1954 smolt run (emanating from the second blocked year of 1952) we will have the final picture of the effects of the Babine slide on fresh water production.

"The phenomenal deposition of 1.3 billion eggs (6 times that of 1951) of the present year (1953), which will produce smolts in 1955, will give us an extremely wide range of spawning stocks with which to compare smolt productions.

"We will be coming closer to answering the knotty problem: "What is the optimum size of spawning stock required to produce the highest consistent return to the fishery?"

Anchovy Pack Hits 1.5 Million Cases

Anchovies were an important part of California's small fish activity in 1953. Final figures disclosed 73,000 tons seined, and 1,500,000 cases packed, in round figures. Fishermen received $40 per ton. Quotations, F.O.B. west coast, as the year ended were $6.75 to $7.75 for 5 oz., 100s, tomato sauce; $7.60 for talls, 48s, in tomato sauce.

Canned Crab Advances

Strong demand and closely limited supplies, with new production slow in getting under way, produced a price advance in Pacific canned crab early in January.

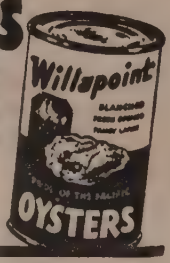
Principal brands increased 50c per case of 24 tuna-size halves to $13.50. A full case was double this: $27. The limited supplies of King crab available were reported priced at $32.

THE ALASKA LINE

First
In Serving
Alaska's
Greatest
Industry

ALASKA STEAMSHIP
COMPANY
Pier 42
Seattle 4

Willapoint
OYSTERS
—Are opened fresh, canned fresh in rich oyster nectar, and cook and taste like a fresh oyster!



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FISH OF ALL KINDS
Mildcured and Frozen from all Principal Centers of Alaska
SEATTLE OFFICE — 1844 WESTLAKE NORTH

MILD CURED SALMON
CANNED SALMON
ICI-FRESH
BRAND
PACKED IN THE NORTH PACIFIC
Frozen SALMON AND HALIBUT
OXENBERG BROS., INC. • BROOKLYN, N.Y. • SEATTLE, WASH
FRESH SALMON
FISH FILLETS
OXENBERG BROS., INC.
276-280 Metropolitan Ave., Brooklyn, N. Y.
Bell Street Terminal, Seattle 1, Wash.

Salmon and Noodles Offered by Menu-Aid

Believing that there is a ready market for a canned quick-lunch product with salmon as the principal constituent, Jack C. Elsey, of Vancouver, B. C., has organized Menu-Aid Products, which will pack and distribute canned salmon noodles and similar foods.

Mr. Elsey is a son of Dr. C. R. Elsey, technical director of British Columbia Packers, Ltd., and formerly on the staff of Nelson Bros. Fisheries, Ltd. He was one of the developers of Nelson Bros.' salmon croquette pack, which was introduced about two years ago and has had a favorable market reception.

Menu-Aid products are at present being packed on a custom basis by a Vancouver processing and canning plant, the ingredients being purchased locally. National distribution in Canada is expected within three months.

In developing his production program, Mr. Elsey was assisted by John Harrison and Stewart Roach of the Fisheries Experimental Station, Vancouver, and it is planned to bring out an assortment of products during the coming months. The salmon noodle line, now being put out on 1 lb. talls, comprises egg noodle, frozen peas and skinless, boneless, bite-size salmon, with a seasoning formula emphasizing the delicate salmon flavor without a "strong" fishy taste.

The idea is to serve the economy market rather than seek luxury trade and the product is priced accordingly. Mr. Elsey believes that in order to attain the full market potential it is necessary for packers to bring out a combination product that will incorporate all the ingredients necessary for a main-course meal with variety rather than fish alone. He thinks that there should be a big sale for Menu-Aid among those who seek a quick-lunch article requiring a minimum of preparation and offering maximum food value.

By coincidence, Marine Foods Packing Co., Seattle, was developing its "Honey Boy Salmon Dinner," distributed under the familiar Dehn & Co. brand name, about the same time as Jack Elsey was dreaming up his Menu-Aid. The Honey Boy line was announced in Pacific Fisherman in December.

Peru and Puerto Rico Tuna Set-ups Studied

Paul Jepson, formerly manager of Westgate-California's Monterey, operations, recently returned from an extended trip to Peru and Puerto Rico on special assignment to make a survey on company interests in both countries. Mr. Jepson is now located with the company at San Diego.

"Economy" Tuna Packing Process Is Unveiled

After two years of research, design and construction, Process Equipment, Inc., early in January disclosed its "Economy Process" tuna line to interested operators at Seattle.

Within a short time, Mrs. Marie H. Camp, a principal in the company, expects to have the equipment set-up in an operating tuna cannery.

Design and construction of the equipment is the work of Leslie Sisley, a designing machinist and engineer who has specialized for many years in canning machinery.

"Economy Process" packs tuna without pre-cooking, and substitutes a centrifugal-extraction step for the pre-cook.

The line, in brief, consists of:

1. Butchering — Where the head of the tuna is removed by a compressed air-operated guillotine knife. The fish is then placed between spring-loaded, curved guides which carry it into four rotating circular knives. Set at right angles to each other, these knives quarter the tuna. Tail, backbone and vicera are removed by hand as the fish is carried to a 10-station cleaning table, where women remove the dark meat from the quarters.

2. Skinning—Cleaned quarters are pushed into the skinner, where rubber tires exert light pressure on them as the conveyor takes them over a horizontal endless knife traveling at right angles to the conveyor belt. This knife's height is adjustable, to take whatever cut is desired. Remnants of skin, fins, and the dark meat from the skin side of the quarters are removed at a 10-station table before the quarters are washed.

3. Extracting — Workers place fillets in a head box, from which a plunger pushes them into the pockets of the centrifugal extractor. The extracted fillets of the previous cycle are pushed out as the new load enters the pocket. There are 17 of these pockets. When the extractor is loaded it begins to rotate and runs for 20 seconds at top speed. Extraction can be regulated as to time and rpm.

4. Cutting — The extracted fillets are carried through a 10-blade revolving knife, and the sections are then pushed one at a time onto a conveyor chain which carries them to the next step.

5. Filling — The filling equipment closely resembles some salmon fillers. It is a six-pocket horizontal turret job, and is said to operate at the rate of 250 cans per minute.

Twenty-five people are required to operate the line, which is claimed to give 10% increased recovery per ton of tuna.

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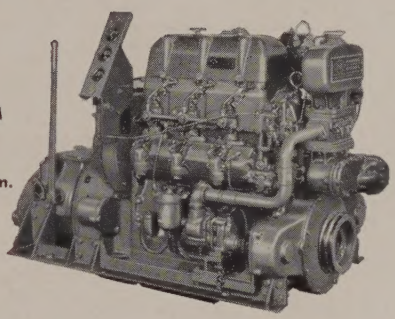

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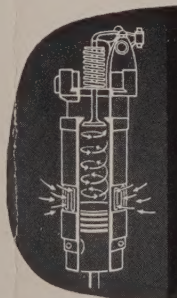

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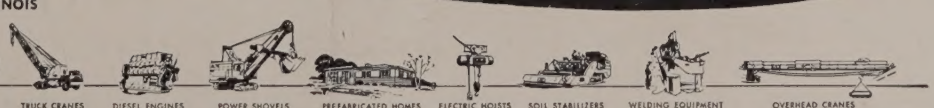

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